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## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

WEEK DAYS

| | | A.M. | A.M. | A.M. | A.M. | NOON | P.M. | P.M. | P.M. | P.M. |
|---|---|---|---|---|---|---|---|---|---|---|
| Kowloon... | ...Dep. | 6.40 | 9.15 | 10.30 | 11.40 | 12.00 | 1.15 | 4.35 | 5.29 | 7.10 |
| Yaumati... | ...Dep. | 6.50 | 9.24 | 10.39 | — | 12.09 | 1.24 | 4.44 | 5.38 | 7.19 |
| Shatin ... | ...Dep. | 7.02 | 9.36 | 10.51 | — | 12.21 | 1.36 | 4.56 | 5.51 | 7.31 |
| Taipo ... | ...Dep. | 7.16 | 9.49 | 11.04 | — | 12.34 | 1.49 | 5.09 | 6.04 | 7.44 |
| Taipo Market | ...Dep. | 7.21 | 9.53 | 11.08 | — | 12.38 | 1.53 | 5.13 | 6.08 | 7.48 |
| Fanling ... | ...Dep. | 7.32 | 10.03 | 11.18 | — | 12.48 | 2.03 | 5.24 | 6.19 | 7.58 |
| Sheungshui | ...Dep. | 7.36 | 10.07 | 11.22 | — | 12.52 | 2.07 | 5.28 | 6.23 | 8.02 |
| Shumchun | ...Arr. | 7.42 | 10.13 | 11.28 | 12.20 | 12.58 | 2.13 | 5.34 | 6.29 | 8.08 |

| | | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
|---|---|---|---|---|---|---|---|---|---|---|
| Shumchun | ...Dep. | 7.21 | 8.05 | 10.38 | 11.40 | 1.56 | 3.00 | 4.17 | 5.13 | 6.08 |
| Sheungshui | ...Dep. | 7.28 | 8.12 | 10.45 | 11.47 | — | 3.07 | 4.24 | 5.20 | 6.15 |
| Fanling ... | ...Dep. | 7.32 | 8.16 | 10.49 | 11.51 | — | 3.11 | 4.28 | 5.24 | 6.19 |
| Taipo Market | ...Dep. | 7.42 | 8.26 | 10.59 | 12.02 | — | 3.21 | 4.38 | 5.34 | 6.29 |
| Taipo ... | ...Dep. | 7.46 | 8.30 | 11.04 | 12.07 | — | 3.25 | 4.42 | 5.38 | 6.33 |
| Shatin ... | ...Dep. | 7.59 | 8.43 | 11.17 | 12.21 | — | 3.38 | 4.56 | 5.51 | 6.46 |
| Yaumati... | ...Dep. | 8.12 | 8.55 | 11.29 | 12.33 | — | 3.50 | 5.06 | 6.03 | 6.58 |
| Kowloon... | ...Arr. | 8.20 | 9.03 | 11.37 | 12.41 | 2.37 | 3.58 | 5.16 | 6.11 | 7.06 |

SUNDAYS AND PUBLIC HOLIDAYS

| | | A.M. | A.M. | A.M. | A.M. | NOON | P.M. | P.M. | P.M. | P.M. |
|---|---|---|---|---|---|---|---|---|---|---|
| Kowloon... | ...Dep. | 6.40 | 9.15 | 10.30 | 11.40 | 12.00 | 2.22 | 5.29 | 7.10 | |
| Yaumati... | ...Dep. | 6.50 | 9.24 | 10.39 | — | 12.09 | 2.31 | 5.38 | 7.19 | |
| Shatin ... | ...Dep. | 7.02 | 9.36 | 10.51 | — | 12.21 | 2.43 | 5.51 | 7.31 | |
| Taipo ... | ...Dep. | 7.16 | 9.48 | 11.04 | — | 12.34 | 2.56 | 6.05 | 7.44 | |
| Taipo Market | ...Dep. | 7.21 | 9.53 | 11.08 | — | 12.38 | 3.00 | 6.09 | 7.48 | |
| Fanling ... | ...Dep. | 7.32 | 10.03 | 11.18 | — | 12.48 | 3.11 | 6.20 | 7.58 | |
| Sheungshui | ...Dep. | 7.36 | 10.07 | 11.22 | — | 12.52 | 3.15 | 6.24 | 8.02 | |
| Shumchun | ...Arr. | 7.42 | 10.13 | 11.28 | 12.20 | 12.58 | 3.21 | 6.30 | 8.08 | |

| | | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
|---|---|---|---|---|---|---|---|---|---|
| Shumchun | ...Dep. | 8.12 | 10.38 | 11.40 | 1.56 | 3.00 | 4.17 | 5.40 | 6.09 |
| Sheungshui | ...Dep. | 8.19 | 10.45 | 11.47 | — | 3.07 | 4.24 | 5.46 | 6.15 |
| Fanling ... | ...Dep. | 8.23 | 10.49 | 11.51 | — | 3.11 | 4.28 | 5.51 | 6.20 |
| Taipo Market | ...Dep. | 8.33 | 10.59 | 12.02 | — | 3.21 | 4.38 | 6.01 | 6.30 |
| Taipo ... | ...Dep. | 8.37 | 11.04 | 12.07 | — | 3.25 | 4.42 | 6.05 | 6.34 |
| Shatin ... | ...Dep. | 8.51 | 11.17 | 12.21 | — | 3.38 | 4.55 | 6.18 | 6.47 |
| Yaumati... | ...Dep. | 9.03 | 11.29 | 12.33 | — | 3.50 | 5.07 | 6.30 | 6.59 |
| Kowloon... | ...Arr. | 9.11 | 11.37 | 12.41 | 2.37 | 3.58 | 5.15 | 6.38 | 7.07 |

### SHA TAU KOK BRANCH.

WEEK DAYS.

| STATIONS. | A.M. | A.M. | P.M. | P.M. |
|---|---|---|---|---|
| Fanling ...Dep. | 7.45 | 11.30 | 2.20 | 6.25 |
| Shataukok...Arr. | 8.40 | 12.25 | 3.15 | 7.20 |

SUNDAYS AND PUBLIC HOLIDAYS.

| STATIONS. | A.M. | P.M. | P.M. | P.M. |
|---|---|---|---|---|
| Fanling ...Dep. | 7.45 | 11.30 | 3.20 | 6.25 |
| Shataukok...Arr. | 8.40 | 12.25 | 4.15 | 7.20 |

WEEK DAYS.

| STATIONS. | A.M. | A.M. | P.M. | P.M. |
|---|---|---|---|---|
| Shataukok...Dep. | 6.30 | 10.15 | 1.05 | 5.00 |
| Fanling ...Arr. | 7.25 | 11.10 | 2.00 | 5.55 |

SUNDAYS AND PUBLIC HOLIDAYS.

| STATIONS. | A.M. | A.M. | P.M. | P.M. |
|---|---|---|---|---|
| Shataukok...Dep. | 6.30 | 10.15 | 2.05 | 5.15 |
| Fanling ...Arr. | 7.25 | 11.10 | 3.00 | 6.10 |

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## CANTON SELF-CONDEMNED.

### "UNJUSTIFIABLE WARFARE IN THE CANTING NAME OF PATRIOTISM."

### HOW THE SITUATION IS VIEWED IN THE NORTH.

We are so near to Canton and are so intimately connected with its troubles and disorders that it is possible our judgment of the situation may become narrow and influenced solely by personal considerations. It is well, therefore, occasionally to check our opinions with those formed by observers at a distance. The *N.-C. Daily News* recently sent a special correspondent to Canton and he has contributed a series of interesting articles to that paper based upon his own impressions and the intimate conversations he had with a number of the Kuomintang officials. The correspondent cannot be accused of any bias. He presented all sides of the case in an obviously fair way and was not slow to give full credit to the Canton Government for the reforms they have already effected. It is particularly interesting, now therefore, to read the summing-up of the *North-China Daily News*, and to note that in their view Canton stands condemned out of its own mouth.

Mr. Sokolsky's last article on his visit to Hongkong and Canton, published yesterday, says the paper, puts a very different complexion on the general situation in the South. Practically, it destroys most, if not all, the good impression formed earlier by reports of what the civil element in the Canton Government is doing to improve administration. For here is the crucial test: Either that Government cannot control the Strike Committee, or it will not: at any rate it does not. Of that undeniable fact it can take which explanation it pleases. Both are equally damaging to its claims to respect and reputation.

Let us recall some salient points from our special correspondent's report. Those who did not see the original may be assured that the inference to be drawn from them is in no way disturbed by the context, rather the reverse. This first—

[illegible] in Kwangtung, there is a highway for the transfer of goods, the pickets are present, ready to examine cargo, to open packages, to search individuals and to make certain that no British goods enter Kwangtung. Foreigners as well as Chinese are subjected to search."

That foreigners submit to such indignities with the connivance of their Consuls and Governments is incredible. Not less so is the conduct of the Canton Government, which proudly claims to be the equal of any Government in the world. The report goes on:—

"If there is an infraction of the boycott, the guilty person is brought before the strikers' tribunal for punishment. He is usually marched through the streets. The police do not interfere with the activities of the pickets, who are a uniformed body. Picket boats arrest boats carrying goods to Hongkong steamers. The guilty are taken to the strikers' tribunal and are punished. The cargo is seized and held. If it is sold, the strikers receive the money."

Incidentally, every Chinese travelling to Hongkong has to pay the Strike Committee $3 for permission to do so, and the boat, on which our correspondent travelled, alone contained 330 Chinese passengers. Later on the writer says:—

"The Government makes no attempt to stop the boycott. The boycott must be regarded as a war on Hongkong and Great Britain and the pickets as the soldiers in that war. There is no other possible interpretation of the completeness and ruthlessness with which it is carried out."

When our correspondent inquired of members of the Canton Government why they allowed this "state within a state," their answer can only be described as an enormous piece of effrontery:—

"The boycott is a patriotic movement against Great Britain. The strikers have taken refuge in Kwangtung and we have offered them an asylum. We shall do nothing which can make them ineffective in their struggle."

Patriotism, at $3 a head from Chinese ships' passengers and no one knows what from the foreigners who are so craven as to pay the strikers' squeeze! As for the Canton Government, we would merely repeat, Is it that it will not, or that it cannot control this patriotism?

Let us look back a little. In two very interesting articles our correspondent described with considerable detail all that has been done by Dr. C. C. Wu and Mr. T. V. Soong—the former a barrister of the Middle Temple, we think; the latter a graduate of Harvard—to reform the financial administration, respectively, of Canton city and Kwangtung. Farming of taxes is being abolished, checks on corruption are being imposed, efficient accounting begins to appear and budgets are framed. There is no question of the accuracy of these reports, the general purport of which is corroborated by others. But enthusiasm for such innovations is much damped by reading that the army absorbs no less a sum than $50,000,000 annually, or seventy-five per cent. of the revenues. General Chiang Kai Shek is Inspector-General of the [illegible] Army Academy and a member of the Political Bureau, on which also are several soldiers. It is a peculiar coincidence that whereas our correspondent was, in all other directions, made absolutely free to go and see where and what he wished, General Chiang Kai Shek entirely refused to be visited. That the General has gained an imposing name in the South and has in the main a "good press," we willingly acknowledge. But the comment can hardly be questioned that "his position is not unlike that of a Tuchun elsewhere." We do not for a moment suggest that he is any the worse for that, or that his influence may not in the end be all the better for Canton. We do say that there is an almost irresistible interference to be drawn, that the Civil Government is merely kept in power by the military machine because it is an efficient money-getter.

Let us go back one step further. When the Canton Government was asked to fix a date for the visit of the Extraterritoriality Commission, it replied in effect:—

"The Canton Government is irrevocably opposed to the unequal treaties and seeks for their immediate and unconditional abrogation. The Canton Government bases this demand, not upon the improvement of conditions in China, *but as the right of an equal among nations.* The Government therefore, cannot permit any international Commission to investigate the conduct of its affairs."

During his stay in Canton our correspondent questioned divers members of the Government as to the expulsion of the Russians and he received this answer:—

"Do not mistake the going of the Russians as meaning a change in our international policy. Our orientation is unchanged. We are the friends of those who recognize us as equals. *We are the enemies of those who deny us equality.*"

The italics in the above quotations are ours, to emphasize the supreme claim, that the Canton Government is an equal among equals and demands to be treated as such. And the only possible answer is—that it is not equal and can never be treated as an equal, but on the contrary is conspicuously an inferior, while the present doings of the strike and boycott committees continue unchecked. We mention no names; we are not considering one section more than another; we merely look at Canton as a unit, in the way in which the outside world looks at it. And the fact is that Canton permits, if it may not even be said to encourage, an utterly unjustifiable warfare upon an innocent and friendly colony, in the canting name of patriotism but, in truth, for the dirty money that can be wrung from terrified Chinese and contemptible foreign merchants. We have said that we name no names. But there are plenty of men in Canton whose knowledge of the world is far too good and whose natural intelligence far too clear, for us to imagine that they can deceive themselves as to the truth of things. They know, and they cannot deny that they know, that there is not and never has been a shadow of an excuse for the assault upon the British in Hongkong and South China. They know that a Government which countenances such an outrage, with hypocritical excuses on its lips about "patriotism" and "asylum" for strikers "taking refuge" from the home they need never have quitted, confesses itself inferior every day that these doings continue. And all this talk about "the rights of an equal" and being "the enemies of those who deny us equality" is nothing but the bluster of a man who knows he is in the wrong and tries to prove himself right by shouting.

We know where our friends are; we have seen their work and its results and we welcome and will do all that we can to co-operate with them on the freest and frankest terms of equality. But the shams of Canton in its present unrepentant state we decline to accept nor will we be any party to them. Let us recall Lord Willingdon's memorable words at the Union Club: "It is not the colour of a man which makes his superiority but the quality of the individual"—and by that test let the Canton of to-day be judged if it dare.

(Continued on next Column.)

## RUSSIANS AND CANTON.

### REASONS FOR LOSS OF INFLUENCE.

### "THEY OVER-REACHED THEMSELVES AND LOST."

The *Far Eastern Review* of Shanghai advances an interesting reason for the waning Russian influence in Canton. During the past year, it points out, the Soviet Government has been able to afford the Cantonese Government considerable assistance in connection with the reorganization of the Canton army. For a while the Russians were able to have it all their own way in Canton. Because of the strike and boycott against Great Britain and the popular objection to all unequal treaties and the antagonism to imperialist powers, Russia stood out as an exceptionally friendly power. Russian ways and Russian ideas became popular in Canton and the presence of a big, unemployed, angry body of strikers from Hongkong gave the Russians the opportunity to conduct a strong Bolshevik propaganda and to increase the power of the Communist Party in South China.

The Russians, however, over-talked themselves. They gave the appearance of bossing the show. They tried to manage affairs in Canton as though it were their government and not the government of the people of the province of Kwangtung. Although the Cantonese dislike giving the appearance of ingratitude to the people who had been of such assistance to them, they nevertheless were forced to remove many of the Russians from their high positions. At the present moment a powerful anti-communist tendency is developing in Canton, and it is to be expected that the days of the Communist Party in Canton, are numbered. Russia suffered in China from a lack of comprehension of the Oriental character; nothing offends the Oriental more than the suggestion that he is dependent upon western assistance for his development. The Oriental does not mind employing western ways and western ideas. Both Japanese and Chinese have at times and are still employing western ideas and assistance but some Westerners hold that the Eastern peoples can do nothing at all without foreign supervision. The Russians apparently believed that the Chinese could not conduct an anti-British movement without their assistance. They boasted of their great accomplishment in Canton, they spoke of the Kuomintang party almost as being their own property. They have even attempted a *coup d'état* against the existing Government in Canton. Therein lies their weakness, and their mistake. They over-reached themselves and lost out. Their failure in Canton is even more important than their failure in North China, and it is doubtful if they will ever recover the opportunities they have lost.

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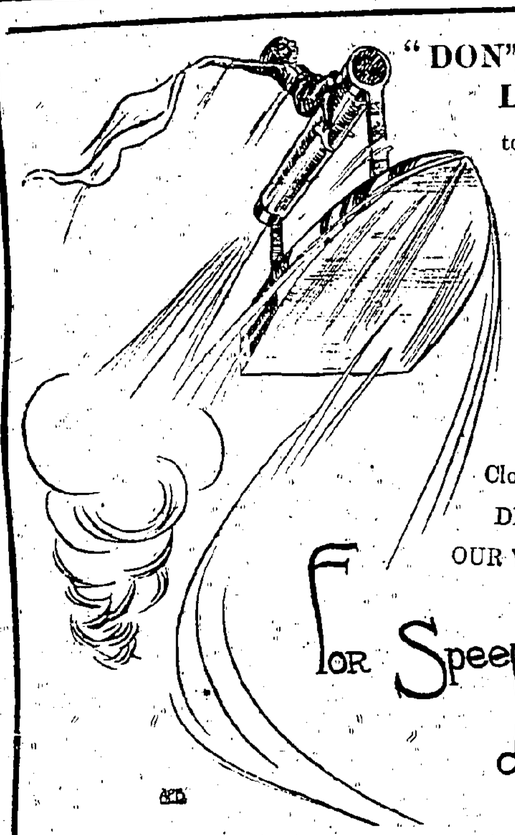

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Ex 4440


## Scottish Letter.

### A VERSATILE SURGEON.

### SIR JAMES CANTLIE'S DELIGHT IN ABERDEENSHIRE SONGS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, March 31st.

Sir James Cantlie, the famous Scottish surgeon, who spent a number of years in the Far East, and who retired from practice in Harley Street, some time ago, is recovering from the serious illness which seized him in Scotland recently. Although he is now 75, it is difficult to associate this astonishing man with the idea of illness. His energies and enthusiasms are unbounded, and he occupies a unique place both socially and in the world of medicine. In the former capacity he is always a delight to meet, and he sings "The Tinkers' Waddlin" better than anyone I ever heard. Sir James has quite an extensive repertoire of Aberdeenshire songs, which he thoroughly enjoys singing—all of them in the broadest Doric. It is easy to tell not only his nationality but his county before he has said half a dozen words.

NEWS FROM A FAR COUNTRY.

From Christmas Island, south of Java, this week's mail has brought documentry evidence that a "Burns Nicht" was celebrated in great style in January. I see from the invitation that it was held in "The Hoose on the Hill." Presumably, a hospitable centre, for the hour of departure is indicated by the intimation, "Dugeairts when ye're fou!" The menu would rejoice the hearts of our vernacular enthusiasts, but I need not quote in detail. I note on it, however, mention of "Ballochmyle Saumon." How did it manage to get to Christmas Island? Did it swim?

THE LIGHTER VEIN.

Brigadier John Charteris made a rather happy speech at the dinner of the Glasgow "Nomads." One of his lighter notes was the recalling of a phrase of Lord Morley's, in which, when forced to change his mind by the permanent officials, he replied by writing, "Continuity of policy is not sacrosanct against diversity of circumstances." This the General described as the most graceful way he knew of saying, "I was entirely wrong."

Councillor Allan, of Edinburgh, while encouraging an audience to "sing up" at a lecture-concert, told a story of an aged body who, on her deathbed, said she could not sing and was afraid to die in consequence. "Never you mind," said a condoling relative, "they'll mebbe gie you a trumpet."

A Liverpool clergyman, the Rev. W. Paxton, has been discussing the Scottish character. "The Scot," he says, "is not prodigal even in his use of adjectives, and you cannot trap a Scotsman into extravagance of speech." Where the Englishman would roundly abuse a grocer who gave short weight as a blank profiteer, the Scot would very likely say, "He's no' just the man for an elder."

MUSIC IN SCOTLAND.

The movement to establish a National School of Music in Scotland has made a definite approach to consummation. The Carnegie United Kingdom Trustees intimate their willingness to add £10,000 to the sum of £30,000 promised by Sir Daniel Stevenson. These contributions represent one-half of the amount that is regarded as the minimum necessary to carry out the scheme. The National Academy of Music will be established in Glasgow. It is intended that the Academy shall work in co-operation, not in competition, with the Universities. Indeed, the establishment of a Chair of Music in Glasgow University is an integral part of the scheme.

A CLANSMAN IN EXILE.

A curious incident took place at the first State Ball I attended (writes Sir Felix Semon, the distinguished laryngologist, in his autobiography which will shortly be published). I wore Prussian uniform, and talked with a member of the German Embassy, when a Scotsman wearing the Court-dress of the Clan Campbell approached us. Tartan, kilt, sporran, claymore, and dirk, all were perfectly correct. He whispered to the attaché, who said to me: "Lieutenant Campbell wishes to make your acquaintance." We had hardly bowed to one another, when the Scotsman, in perfect German, and without a trace of a foreign accent, declared that he had never seen anything so beautiful in his life. I was rather surprised. After we had talked for a little while in German, I thought

(Continued on next Column.)

proper to return the compliment, and to continue the conversation in English. He replied—in German—"I beg your pardon, what did you say?" I repeated my words, when he answered: "Will you kindly continue in German? I don't understand English." I was stupefied. A Scotsman, in Scottish national dress at a London Court Ball, who did not understand English; such a thing surely had never been heard of before! He observed my astonishment, and continued: "I see you are surprised, the matter is simple enough. I am, indeed, a Campbell, but my ancestors, centuries ago, emigrated to Germany, and have retained their patronymic and our Scottish Christian names. I myself am Lieutenant Ivor Campbell, of the Tenth Prussian Infantry. Being on leave in London, I obtained, through the kindness of the German Ambassador, an invitation to the Court Ball. I then remembered that I am a Campbell and that I have a right to appear in the dress of my clan at Court. I had the costume hurriedly made for me, and here I am."

A SUCCESSFUL SCOT.

Forty years ago Robert Randolph Bruce left his home at Invermere, Scotland, to seek his fortune in the Canadian West. Now I hear he has taken over the reins of government as the King's representative in British Columbia. Mr. Bruce's assumption of his new duties as Lieut.-Governor marks the climax of a career with few parallels in Canada. Since reaching British Columbia, a poor youth, with £10 in his pocket, Mr. Bruce has amassed a large fortune, opened up one of the interior of British Columbia's most fertile valleys for agriculture, and operated one of the most profitable mines in this Province. Probably Mr. Bruce's most notable achievement was the irrigation of the Windermere Valley, near his home—a project which old-timers of the district considered impossible. Despite discouragement, Mr. Bruce went ahead with the scheme, and has made possible extensive farming operations on land which before was a barren waste.

## PUTTING WORKLESS IN EMPLOYMENT.

### CAPT. F. E. GUEST EXPLAINS HIS "ARMY" SCHEME.

### ORGANISATION AS IN WAR FOR VAST NUMBERS.

"The organisation of a great army of volunteers for peace work within the Dominions Overseas."

Capt. F. E. Guest, who put forward the bold suggestion as an aid to the solution of the problem of unemployment at home, is receiving overwhelming evidence of widespread interest in the scheme.

Capt. Guest, in an interview with the *Evening Standard*, declared: "It is a policy of despair to accept that there has got to be a great permanent army of unemployed. After five years no political party has proposed anything beyond palliatives.

"We have spent £340,000,000 upon unemployment without obtaining the smallest return for the expenditure.

"I do not for one moment pretend that there will not be great difficulties to overcome, but the vast spaces of the Dominions are calling for development, and we have a million and a quarter unemployed at home. These are the two outstanding facts.

"May it not be that we should look upon this as a contractor's job? Labour moves about in this country, and it might just as readily move to the Dominions if we could get rid of the alarm at the idea of the distance.

"How would this industrial army be moved? Just as we moved our armies during the war.

"Say a demand were made for 25,000 men to go out to the Murray River. They would be taken out on transports and landed where the work awaited them and until they were actually earning wages would be paid by the Government as they are now paid while unemployed at home.

REMUNERATIVE WORK.

"What is the good of national credit if we cannot use it? Of course, objection will be lodged on the ground of expense, but it is the sheerest nonsense to say that an army of men can be put on productive work without getting interest on the money expended.

"No difficulty was experienced in finding money for the war, so why should it be difficult to find it for such a purpose as this?

"A man's stay in the Dominions would be temporary unless he desired, and the Dominions were willing, that he should become a settler. If he decided to return he would be brought home just as he was taken out, and would be in no worse position than when he left.

"Necessarily separation allowances would have to be paid to a man's wife and family.

"Even with all this I claim that the scheme would be an immediate economy and a future investment. It would lay the foundation for a far larger Empire food production, an increase of British markets, and a greater absorptive power in the Dominions themselves.

"The scheme is ambitious, but I would ask my critics what they have to suggest as an alternative. What I want is that it should be discussed."

## SINGAPORE NAVAL BASE.

### DIFFICULTIES TO BE OVERCOME.

A special correspondent of the *Morning Post*, writing from Singapore, points out some difficulties of the site which, to his inexpert eye, somewhat dampens a visitor's enthusiasm. The channel, he says, is very little over two miles wide at any point, and at its narrowest it is only half a mile across. By the comparatively recent completion of the causeway from Singapore island to the mainland the channel on which the Base is to be constructed has become a *cul-de-sac*, and at its entrance there is an island around which waters are shallow. Much of the soil over which the constructional works have to be carried out is recent alluvium, although where work has actually commenced there is granite very near the surface.

It is only in the past few weeks that actual work has been commenced at Seletar, but to-day dredgers are working busily, hopper barges are lying along the water front, and huts and offices are springing up rapidly on the high ground above the Strait. Work has also been commenced on the railway line which is to connect the Base with the main F.M.S. Railway, and there is much activity at the Admiralty oil fuel installation, which was completed less than a year ago. This installation consists of about 70 enormous tanks connected by a pipe line with the Admiralty oil wharf at Keppel Harbour, and later it is to be linked up with Seletar.

For the present the main work consists of stacking constructional material, but a ferro-concrete pier has been projected about 50 yards from the shore. This pier is to carry a light railway, a track for which has already been laid. Farther back clearing work is being pushed forward rapidly, and drainage works are being carried out in what is little more than a morass.

KEY TO SITUATION.

Only a little time, of course, has elapsed since the decision was taken to proceed with the scheme, and allowance must be made for the fact. But there are other difficulties which will have to be met. Navigation in the Malacca Straits to the west of the Federated Malay States and through the Java Sea to the south is notoriously difficult, and it is questionable whether a fleet could accomplish the journey between Singapore and Australia as quickly as it could cover the greater distance through clear waters from Trincomalee. From the point of view of security there is a lot to be said in favour of Singapore, since much of the east coast of the Malay Peninsula is thick jungle, and that which has been opened up on the west coast is in British possession.

(Continued on next column.)

## NAVAL AND MILITARY INTELLIGENCE.

It is reported, says the correspondent of the *China Express and Telegraph*, that the sloop *Rosemary*, which is being refitted, or is to be refitted at Devonport at a cost of almost £32,000, is destined for the Far East when completed. These 17-knot sloops are every useful for police duties, and are very economical of working, as well as being very good little sea boats, while their shallow daught enables them to get in river work.

Officers who take the language course for officers in China and Japan, will not be required to sign an undertaking to continue to serve after completion of a course. The sanction of the Army Council will not be given, however, to their retiring with less than 15 years' service.

The cruisers *Yarmouth*, Captain E. W. Isaacson, and *Calliope*, Captain M. B. Birkett, D.S.O., arrived at Portsmouth and Sheerness respectively on March 29th with reliefs from China. The *Calliope* paid off for large repairs at Chatham.

The following appointments were made by the Admiralty on March 25th:—Lieuts.—E. R. A. Smitho to *Witch* (on recommissioning); R. J. Harrison to *Teal*; G. W. G. Simpson and H. V. King, appointments to *Calliope* cancelled; C. Wauchope and E. St. J. Edmonstone, to *Yarmouth* (on passage home).

The following civilian appointment is officially announced:—Mr. J. W. Andrews, second-grade clerk, Victualling Department, Hongkong.

The following appointment was made by the Admiralty on March 30th:—Capt. D. B. Le Mottee, to *Despatch*, addl. (April 25th), and in command (from date of joining).

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The key to the whole situation would appear to rest with the Dutch, since access to the Base could be commanded by forces in occupation of Sumatra, Java, or Borneo; but the impression existing is that the Dutch are very keen supporters of the whole scheme and anxious to share in the protection that it will undoubtedly give. To the north, French Indo-China holds the key position, and to the East the United States, with the Philippine Islands, command much of the South China Sea. The nearest Japanese possession is the Island of Formosa, about 1,500 miles to the north-east. The position of Hongkong in relation to Formosa and Singapore would be much more gratifying if it were not for the strong rumour that on the completion of the work at Singapore the British Government will relinquish Hongkong as a naval station.

After mentioning a number of fantastic rumours, the correspondent concludes by declaring that Singapore itself, busy and prosperous though it is, is but yet in its infancy. As years pass it must grow enormously in size and importance, and this development will be accelerated as the Base takes a definite shape.


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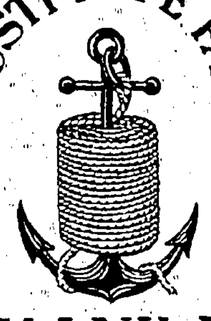

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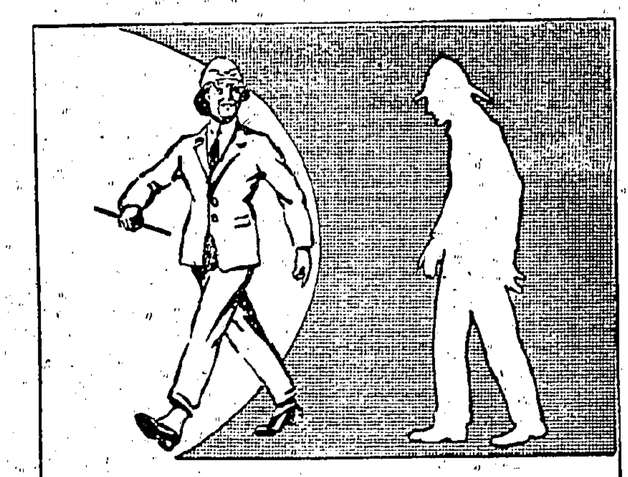
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## TRIALS OF TRAIN TRAVEL.

### PEKING "EXPRESS" TAKES WHOLE DAY TO TIENTSIN.

### WHY THE TUPANS' TRAIN HAD TO HALT.

Trains are still running between Tientsin and Peking, but they are running so leisurely that a motor-car can now do the return journey in less than the trains sometimes take to complete one trip, says the *Peking & Tientsin Times* of April 23rd. The Mukden express, whose engine was purloined by the bodyguards of the Lesser Warlords when they made their Triumphal Trip to the capital on Wednesday, managed to get away from the Central at 5 o'clock in the afternoon. The train had arrived at the East Station eight hours before! A wobbly engine was obtained somehow, and it was a miracle that it managed to drag the train to Peking without complete collapse.

Passengers who came down on the express on Wednesday are indignant about their experiences. The train did not leave till 8.25 a.m., but before 7 a.m. it was already crowded with surging passengers ready to put up with any inconvenience so long as they could get down to Tientsin. There was only one first-class car on the train, and it happened that before Fengtai was reched this car had developed a hot box, so it had to be shunted off.

The first-class passengers of course had to get out, but there was a special car at the end of the train occupied it appears, by an official who had at some time or other, if not very recently, acted as Chief of Police in the capital. The passengers were cordially invited into the kitchen part of this car, on the tacit understanding that they would keep as quiet and as inconspicuous as possible, and not venture to spread themselves onto the main part of the car, occupied by one of Those Who Matter.

The train was side-tracked at the slightest provocation. It was held up at Peitsang for an hour and a half after the shades of night had fallen. The reply vouchsafed muttered enquiries was that the train could not be allowed to go on because the Militarists in Tientsin were hunting for another engine, and if they got hold of the engine of this train that would put an end to the Peking-Tientsin service for the time being.

There were no lights and no dining-car on the train, and the passengers did not get to Tientsin East until long after 9 p.m. Passenger travel under such conditions is farcical, and perhaps it would be a useful hint to the Militarists if the railway staff refused to operate trains under such conditions.

The railway stations all the way down were crowded with troops and their transport. At Yangtsun there is a large encampment of Russians almost on the line who use the railway cars as movable barracks.

The five trains escorting the Lesser Warlords to the capital were encountered at Langfang, where the express, carrying the Patient and Paying Public, was detained two hours to permit the military specials unembarrassed passage.

Fortunately Generals Chang Tsung Chang, Chang Hsueh Liang, and Li Ching Lin had a sample of this sort of thing when their own engine collapsed at Wanchuang, and they had to wait for quite a long time for another locomotive to be sent down from Fengtai to rescue them. They did not go straight through into Peking, but got off the train at Fengtai and motored to Hsichihmen. The very expectant ex-official whom they have apparently taken to their bosom, Mr. Pan Fu, also went up to the capital yesterday.

Although much to-do has been made about the reunification of the railway it is significant that all the receipts taken outside the Wall continue to go to Mukden, though revenues on the Shanhaikuan—Peking section are remitted to Tientsin once again.

No goods traffic is yet possible, because the military have all the cars.

The Tangku telephone line has been out of action so far as civilian traffic is concerned for the last three days, because the military at Chunliangcheng have decided that this is a privilege that the Customs, shipping and lighter companies, and other unimportant undertakings ought not to share with the august masters of this country's destinies. The military monopolisation of the Peking lines is bad enough. It is simply preposterous that they should similarly monopolise the line to Taku, at a time when there is no need whatsoever for urgent use of the telephone by the military in that neighbourhood.

## TIENTSIN-SHANGHAI.

### LONG DISTANCE TELEPHONE.

### WORK DELAYED BY LOCAL DISTURBANCES.

A contract for the installation of a long distance telephone system was entered into between the Tientsin-Pukow Railway Administration and a French firm early in July, 1925, and was approved in August of the same year by the Ministry of Communications.

The estimated cost of materials required for the installation amounted to $916,300 (Gold), and was to be paid by the Administration in instalments. In August and September, 1925, a sum of $439,824 dollars (Gold) was paid to the firm. Principally due to sharp decreases in revenue, the Administration was unable to pay the third instalment of $70,192.20 when it became due, but it asked the Ministry to make arrangements with the post office authorities to advance every month as from December last a sum of $15,000 (Chinese Currency) from their receipts to the Banque de L'Indo-Chine in Tientsin until the traffic of the line had been fully restored. This was done.

Work on the Nanking and Changchow section of the system was scheduled to commence on October 9th, 1925, but owing to local disturbances, actual operation has been delayed. At present, all the materials have arrived in Shanghai, and are lying on the wharfs there. As soon as the hositilities on the Tientsin-Pukow line cease, work is expected to be continued without further delay.

## LONG SLEEP FOR A LONG LIFE.

### DOCTOR ADVISES EIGHT TO TEN HOURS.

How much sleep should a business man have if he wishes to keep fit and to live to a good old age?

The question is answered by Dr. A. T. Nankivell, the medical officer of Plymouth, who says that eight to 10 hours are necessary.

He points out that although we crowd into our days three times as much as our grandparents did, we take only the same amount of rest and sleep.

The strain of modern life is considerable, says Dr. Nankivell, and a man who has had a strenuous day should rest and sleep his eight to 10 hours if he wishes, to keep his youth and arterial elasticity.

## HONGKONG STOCK EXCHANGE.

### CLOSING QUOTATIONS.

| | May 5th, 1926. |
|---|---|
| Hongkong Bank | $1,110 buy. & sa. |
| Do., London | £125 nom. |
| Chartered Bank | £20 nom. |
| Mercantile Bank, A. & B. | £30½ nom. |
| Do., C. | £13⅜ nom. |
| P. & O. Bank | £9½ nom |
| East Asia Bank | $36 nom. |
| Canton Insurance | $635 buy. |
| China Underwriters | $1.90 buy. |
| North China Insurance | Tls. 145 nom. |
| Union Insurance | $2s8½ buy. |
| Yangtsze Insurance | $37½ buy. |
| China Fire Insurance | $170 buy. |
| Hongkong Fire Insurance | $551 buy. |
| Douglases | $28 nom. |
| H.K., C. & M. Steamboats | $26 sel. |
| Hongkong Tugs | $2½ sel. |
| Indo-Chinas (Pref.) | $36 nom. |
| Do. (Def.), | $4/- nom. |
| Shell Transports | 37/6 nom. |
| Star Ferries | $62½ buy. & sa. |
| Waterboats | $15 nom. |
| Oriental Navigations | — |
| China Sugars | $25 sel. |
| Malabon Sugars | $35 buy. |
| Benguets | $1½ buy. |
| Kaifan Mining Ad. | 42/- buy. |
| Langkats (combined) | Tls. 24½ buy. |
| Do. (single) | Tls. 12½ buy. |
| Shanghai Explorations | Tls. 5½ nom. |
| Shanghai Loans | Tls. 7 nom. |
| Raubs | $5 nom. |
| Tronoh Mines | 65/- nom. |
| Ural Caspians | 8/- nom. |
| H.K. & K. Wharfs | $123 buy. |
| H.K. & W. Docks | $80 sel. |
| Hongkews | Tls. 180 buy. |
| New Engineerings | Tls. 5.90 buy. |
| Shanghai Docks | Tls. 106 bu.. |
| H.K. & S. Hotels | $10½ buy., 10/11 sa. |
| Hongkong Lands | $83½ nom. |
| Hongkong Realtys (c.p.) | $5 nom. |
| H.K. Territorials (f.p.) | $5 nom. |
| Humphreys Estates | $15½ nom. |
| Prince's Buildings | $100 nom. |
| Rural Lands | $7 nom. |
| Ewo Cottons | Tls. 10.35 buy. |
| Orientals | Tls. 3 buy. |
| Shanghai Cottons (old) | Tls. 52½ buy. |
| Do. (new) | Tls. 27 buy. |
| Amusements | $11½ nom. |
| Canton Ices | $7½ nom. |
| Cements (combined) | $15½ nom. |
| Do. (old) | $13 nom. |
| Do. (new) | $3 nom. |
| China Buses | Tls. 11 buy. |
| China Lights (combined) | $19½ buy. |
| Do. (old) | $15 sel. |
| Do. (new) | $11 nom. |
| China Providents | $5.80 buy. |
| Constructions | $2½ nom. |
| Dairy Farms | $20 nom. |
| Der A Wing (f.p.) | $10 nom. |
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| Macao Electrics | $40 nom. |
| H.K. Developments | 25 cts. nom. |
| H.K. Ropes (combined) | $30 sel. |
| Do. (old) | $10 sel. |
| Do. (new) | $5 sel. |
| Hongkong Tramways | $24.60 nom. |
| Lane Crawfords | $10½ sel. |
| Mackintoshs | $21½ nom. |
| Peak Trams (old) | $17½ buy. |
| Do. (new) | $7½ nom. |
| Sinceres | $11 nom. |
| Taxis | $4 sel. |
| United Asbestos | $20 buy. |
| Watsons (old) | $12½ buy. |
| Wm. Powells | $10 nom. |
| Singapore Tractions | $3 sel. |

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IN
"THE UNKNOWN PURPLE."

## DYING BOY'S THOUGHT FOR FRIEND.

### REMARKABLE STORY OF HEAD-ON MOTOR COLLISION.

Remarkable evidence was given at an inquest at Dover on two victims of a motor-cycle collision which occurred on the Dover-Deal road. The riders, both of whom died in Dover Hospital on the morning after the accident, were Peter Somerville Fearon, seventh son of Colonel Fearon, of Walmer, and Stephen Gibbs (18), of Deal.

A police inspector said he found two pools of blood on the road 61ft. apart. His opinion was it was a head-on collision, as both machines were telescoped.

A Dover man who was motor-cycling to Deal said Fearon was following him. Witness met another motor-cyclist coming towards Dover with his head down over the handle-bars. He could not see his face. This rider had no light, and was going at about 60 miles an hour. He passed witness's handle-bars within about a foot.

Another witness said the handle-bars of one machine were broken off and locked in the handle-bars of the other. Gibbs said to him, "That's the worst of these blessed accidents." When witness had helped to put both men on a passing motor-car Gibbs said, "Drive slowly; don't jolt us." On arrival at Dover Hospital Gibbs said, "Do be careful of my friend." The doctor who examined the men said the bravery was exceptional.

The Coroner returned a verdict of "Misadventure," and commented on the terrible death roll, particularly in connection with motor-cycle cases. Many young men and boys, he said, seemed to think they could ride the fastest of vehicles down hills and round corners without sounding horns or considering anyone who was on the road. It was perfectly mad conduct, and almost wicked.

## THE BABY'S "DUMMY."

### THE FRENCH PROHIBIT ITS SALE.

The adoption of a measure in the French Chamber to prohibit the manufacture, importation, and sale of babies' "comforters" is likely to result in an agitation for a similar prohibition in England.

"The sooner the use of the dummy teat is banned here the better," said a leading woman doctor to an *Evening Standard* representative. "There is everything to be said against its use and nothing in its favour. The use of the dummy comforter induces adenoids, enlarged tonsils, and other troubles, besides altering the shape of the mouth and jaw. They are constantly falling out of the child's mouth, and being replaced with a certain amount of dirt and disease germs, particularly in summer."

Miss J. Halford, secretary National League of Health, Maternity and Child's welfare, said:—

"We have been wanting some such prohibition here for a long time. There is no justification for the use of the dummy teat. The ordinary bone ring is quite a different thing, as it satisfies the baby during teething.

"Besides deforming the mouth and jaw, the 'dummies' induce bad habits in later life, as the adult has an abnormal craving to keeping on sucking sweets or cigarettes."

Viscountess Erleigh said it would be a very good thing if we followed the example of France in prohibiting the use of the comforter. It was generally condemned by all the best doctors.

Dr. Thomas, L.C.C. Medical Officer of Health, expressed the belief that the dummy teat was gradually disappearing altogether. "There are a great many objections to its use. It spoils the conformation of the child's mouth and jaw, besides leading to thrush, adenoids and various other diseases."

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## THE WING ON CASE.

### MR. ALABASTER MAKES STRONG OBJECTION.

### ALLEGED INFERENCE BY COUNSEL FOR PROSECUTION.

The Wing On case was continued before Sir Henry Gollan (the Chief Justice) at the Criminal Sessions yesterday.

Mr. F. C. Jenkin, appeared with Mr. H. G. Sheldon for the prosecution (both instructed by Mr. Bulmer Johnson, of Messrs. Hastings, Dennys & Bowley). Mr. C. G. Alabaster and Mr. Elsley Zeitlyn (instructed by Mr. G. K. Hall Brutton and Mr. Leo d'Almada) were for the respective prisoners.

During the course of the hearing Mr. Alabaster objected to what he termed an unfair inference on the part of the prosecution. His Lordship did not agree with Counsel.

The second prisoner, Lam Fook Chiu, cross-examined by Mr. Jenkin, said he had a house in Macao, and spent much of his time there and also in Canton. According to Chinese customs he renewed his business book every year. In the eleventh year of the Chinese Republic he had five books, including a cash book, day-book, and a wages book.

Counsel asked why he had not produced the account book for the eleventh year, as he had produced two books relative to wages, and a provision book. Accused said that he had followed the instructions of his solicitors, and had only sent for the books which they desired.

Counsel: Why did you not get these books at an earlier date?—After Tam Lay had given evidence at the Magistracy it was then that my solicitors asked me to get the books.

How long did it take for you to get them down here?—About ten days.

It was then pointed out that Tam Lay had given evidence on the first occasion on February 24th and on the second occasion on March 8th. Accused was in gaol during the whole time, and did not actually know when the books were sent for, nor when they had arrived.

Further questioned, the accused said that the ledger was partly kept by him, but the rough day book was kept by the accountant. A person named Chan Shum had also helped with the books.

Asked what he actually did for the firm in Canton, accused said that he looked after the finances.

Counsel pointed out to him that the name of one person whom he had said had been employed with him did not appear in the book. Accused replied that as that person had no salary there was no necessity of making a record of his name. He was also questioned concerning certain other employees in the firm in the 11th year of the Chinese Republic, but replied that he could not exactly remember, whereupon Mr. Jenkin remarked that he had not the same difficulty in replying to his own Counsel.

Mr. Jenkin then questioned him with regard to items in the cash book. The items dealt with provisions, wages, and chemicals. He disagreed with the suggestion that certain pages in the book were written the same day. He explained that very often pressure of business precluded him from filling up all the items at one time.

MR. ALABASTER'S OBJECTION.

Mr. Alabaster rose and said that the suggestion seemed fairly obvious. Defendant had been in custody since the night of his arrest, and the books had been sent for to Canton by his solicitors. The suggestion not only involved himself but also his legal advisers.

His Lordship said that in a case of that kind he had to trust to Counsel that the questions were relevant.

Mr. Alabaster: It is the inference that I object to; the attack is against his solicitors as well.

His Lordship: I cannot see it in that light, and I cannot see any objection to it.

Mr. Alabaster: I have waited a long time to see what Counsel was aiming at. Taking into consideration the whole circumstances, and that the defendant was in gaol during the whole time, there can be no other inference. I am calling evidence, and if that suggestion is going to be made we should know of it in time to deal with it.

His Lordship remarked that Mr. Alabaster could have time later to raise the matter, but he could not uphold the objection then.

Mr. Alabaster again remarked that as the attack could not possibly be made against defendant, it was against his advisers.

Mr. Jenkin then continued his cross-examination.

A NAME DELETED?

Counsel handed the accused the wages book and put it to him that in one of the pages a name had been rubbed out. Accused denied it, and said that it was impossible rub out letters on such paper.

Mr. Jenkin also suggested that the book was a false record of accused's employees during the year to which it referred.

Accused said it was a true record, and remarked that, being in gaol, he could not have tampered with the book.

Questioned with regard to the finances of the firm in Canton, accused said that he and another partner had added to the capital from time to time. Neither he nor his partner had withdrawn anything, nor had there ever been a division of proceeds. Neither he nor any member of his family had ever any account at the Wing On Bank.

(*Continued on next Column*).

On being handed the alleged forged deposit books, he said that he had never seen them before they had been shown to him by his solicitor.

Mr. Jenkin: Can you see any differences on the covers?—I cannot.

You say that you never have employed Tam Lay. When do you say that you first saw him?—I saw him for the first time at the Magistracy.

Further questioned accused said that he still had the firm in Canton, and his family still lived in Macao. The last time he saw Au Kim Lui, the first prisoner, was three months before his arrest. He knew nothing about a document which had been found in the house where he was arrested.

A TOTAL DENIAL.

Mr. Jenkin: I put it to you that you saw to the forging of "Ema."—I deny it.

And that it was done for the purpose of the book being presented in its forged state?—I know nothing about it.

He denied having consorted with Au and Fok for the purpose of defrauding the Wing On Bank. He had seen Chan Sham once, and he heard some talk about the civil action, and the giving of a power of attorney to Chan. He, personally, had nothing to do with a civil action.

Before the case was adjourned until to-day, Mr. Alabaster informed His Lordship that he had about half a dozen more witnesses.

The hearing is likely to go on for several more days.

## CORRESPONDENCE.

### H.K.S.P.C.A.

### INSPECTORS' WORK FOR APRIL.

[TO THE EDITOR, OF THE "HONGKONG DAILY PRESS."]

SIR,—Below please find an account of the work of the three Inspectors of the Society for the month of April, 1926:—

| | |
|---|---|
| **TRANSPORT.** | |
| Poultry, crates | 1,949 |
| Poultry on trucks and lorries, loads | 140 |
| Poultry in junks and ferries, crates | 103 |
| Pigs on trucks and in baskets | 2,025 |
| Pigs by rail | 41 |
| Pigs in junks and ferries | 788 |
| Cattle in junks and ferries | 208 |
| Cattle ashore | 12 |
| Cages of birds | 5 |
| Ponies | 5 |
| Dogs at Taipo Market | 26 |
| Cats at Taipo Market | 2 |
| Dogs by rail | 2 |
| Poultry by rail, crates | 65 |
| **IMPORTS.** | |
| Poultry, crates | 2,042 |
| Pigs | 10,828 |
| Cattle | 1,645 |
| Sheep and goats | 140 |
| Cages of birds | 43 |
| Baskets of snakes | 20 |
| Terrapins, baskets | 2 |
| Frogs, baskets | 37 |
| Cat | 1 |
| **EXPORTS.** | |
| Poultry, crates | 20 |
| Cattle | 344 |
| Sheep and goats | 250 |
| Cat | 1 |
| Poultry by rail, crates | 2 |
| Dog by rail | 1 |
| **VISITS.** | |
| Markets, times | 77 |
| Dogs home | 67 |
| Pig pens at Yaumati | 8 |
| Railway stations | 24 |
| Dealers shops | 16 |
| Birdshops | 24 |
| Landing place at Kennedy Town | 62 |
| Poultry depôts | 35 |
| Cattle depôts | 17 |
| **MISCELLANEOUS.** | |
| Ignorant cruelty cases corrected | 14 |
| Markets watched, times | 21 |
| Ferries watched, times | 23 |
| Cases investigated on reports received | 1 |

Yours faithfully,

H. E. POLLOCK,

President, H.K.S.P.C.A.

Hongkong, May 5th, 1926.

## BOXER INDEMNITY COMMISSION.

### A FORTNIGHT'S HOLIDAY.

The British Boxer Indemnity Commission completed its preliminary sessions on May 2nd and a holiday of a fortnight begun on the following day. The members of the Commission during this fortnight will be free to do whatever they please, as individuals and not as Commissioners. The Commission is to reassemble at Tientsin on May 21st.

Although no official information as to the Commission's report is available, it is understood that the Chinese and British members have agreed on the questions thus far considered and that the report of the Commission will undoubtedly be unanimous. This is a matter of the utmost importance, as the members of the Commission constitute a majority of the whole Commission, which consists of 11 members.

LORD AND LADY WILLINGDON.

Lord and Lady Willingdon are passengers on the *Empress of Canada* which is due in Hongkong to-day. It is expected that they will go to Manila for a few days before returning to Tientsin. In view of the opening of the cricket season it is interesting to note that Lord Willingdon is a very well known cricketer in England. He played in County cricket and was also a first rate exponent of the game while in India. He was asked to take the presidency of the M.C.C., but declined owing to his visit to China.

## LOCAL SPORT.

### H.K.C.C. TENNIS TOURNAMENT.

### YESTERDAY'S MATCHES.

RUMJAHN BROTHERS DEFEAT FINCHER BROTHERS.

A number of good matches were played off in the H.K.C.C. tournament yesterday. All the courts were occupied and there was a large attendance of interested spectators.

OPEN DOUBLES.

The chief attraction of the day was the Open Doubles Match in the Stand Court between the Rumjahns, holders of the event, and the Finchers, who have done remarkably well on their first year's appearance. Great interest centred in this match as was evidenced by the number of people present to see the start, and it was confidently expected that the Finchers would be able, at least, to extend their opponents. Before the game had gone far, however, it was evident that the Rumjahns were in form and had matters in their hands. Still the Fincher Brothers made a very good uphill fight and were deservedly applauded when they led for the first time by 3-2 in the third set, having lost the first two sets, 6-1, 6-3. This lead was later increased to 5-3 and they looked like winning the set, but the Rumjahns made a spurt at the right time and won the next four games for a three set win.

Young Fincher did not play up to the form he had shown in the previous two rounds and indulged in "pat ball" returns tennis, with which his opponents found it easy to deal. He was apparently affected by the big crowd present. E. C. Fincher played the better of the two, but had few opportunities to show of what he is really capable. The brothers will make a very strong pair in time, but they want more match experience.

M. K. LO DEFEATED.

Keeping the ball low and varying his length, Yew Man Tsun met and defeated M. K. Lo by three sets to love in the third round of the Open Singles. Lo found his opponent's accurate placing and cutting very difficult to take and he appeared fatigued early in the match. Lo, however, played a stronger game in the second set and took the offensive, but his only chance was when he led by 5-3 and he failed to make good. After this Yew Man Tsun had little difficulty in bringing victory home.

Henderson and Brearley did very well against Wahab and Silva in the second of the Open Doubles. After being two sets down, they secured the next two, but obviously felt the strain more than their younger opponents who secured the final set by 6-3.

A. H. Crook appeared very active in a handicap doubles match against Lloyd and Armstrong. He was partnered by Womack and the game was very even in the first two sets which were divided. Crook and Womack, however, made short work of their opponents in the final set and won it without the loss of a single game.

Yesterday's results in detail:—

OPEN SINGLES.—Yew Man Tsun beat M. K. Lo, 6-3, 7-5, 6-3.

OPEN DOUBLES.—H. D. Rumjahn and S. A. Rumjahn beat E. C. Fincher and E. F. Fincher, 6-1, 6-3, 7-5; Y. A. Wahab and J. M. da Silva beat R. M. Henderson and A. Brearley, 7-5, 6-3, 5-7, 4-6, 6-3.

CLUB SINGLES.—C. W. Sewell beat D. J. Valentine, 6-2, 6-2, 6-1.

HANDICAP SINGLES "A."—F. A. Redmond (owe 15) beat Capt. Bloxham (rec. 15), 6-2, 6-4.

HANDICAP DOUBLES.—S. E. Green and D. S. Green (owe 15) beat J. R. Wood and E. R. Hallifax, 7-5, 6-2; A. H. Crook and O. C. Womack (rec. 3/6) beat L. M. S. Lloyd and H. J. Armstrong (owe 3/6), 6-2, 4-6, 6-0.

Mr. and Mrs. E. GRIMBLE (owe 3/6) beat Mr. and Mrs. C. C. Stark (scr.), 5-7, 6-2, 6-4.

TO-DAY'S MATCHES.

OPEN SINGLES.—(3rd rd.) T. Akiyama *v.* H. Lo.

OPEN DOUBLES.—(2nd rd.) R. Hancock and F. A. Redmond *v.* N. Trambitzky and J. W. Leonard.

HANDICAP SINGLES "A."—(3rd rd.) Major W. B. Stevenson (owe 2/6) *v.* W. B. Cornaby (scr.); (2nd rd.) R. E. Coxon (owe 2/6) *v.* G. W. Sewell (owe 15).

HANDICAP SINGLES "B."—V. Rose (rec. 15) *v.* W. L. Dunbar (scr.).

HANDICAP DOUBLES.—(3rd rd.) Major C. Willson and N. L. Smith (owe 4/6) *v.* F. J. Price and E. R. Price (rec. 2/6); (2nd rd.) L. Foster and R. E. Tottenham (owe 30) *v.* G. Miskin and A. Dyer Ball (owe 5/6).

## ROYAL HONGKONG GOLF CLUB.

### CAPTAIN'S CUP.

The result of the Captain's Cup May Qualifying Competition played at Fanling, May 1st-3rd was:—

R. K. Valentine..... 83—11=72 qualifies

Other scores:

W. Ironside ..... 87—13=74

*K. S. Robertson..... 85—10=75

F. J. de Rome..... 86— 8=78

T. S. Whyte-Smith. 90—12=78

There were 20 entries.

*—K. S. Robertson wins Optional Pool (7 entries).

### FANLING HUNT RACES.

Owners are reminded that entries close at noon on Monday, May 10th, for the Steeplechase Meeting to be held on Whit Monday, May 24th. Entry forms can be obtained from Dr. F. Pierce Grove, Alexandra Buildings.

The course will be available for training until the Saturday before the races. Should it be found at any time necessary to close it on account of the condition of the ground a red flag will be flying at the first jump.

## FORTHCOMING SPORTS IN CANTON.

### FEAR THAT THE RACES MAY RESULT IN HOSTILITIES.

[FROM OUR CHINESE CORRESPONDENT.]

Much anxiety is being felt in connection with the approaching tenth Canton athletic meeting which is to be held on the ground of the Kwangtung University on May 14th, 15th, 17th and 18th.

All the athletes from the schools and colleges in Canton and its vicinity are expected to attend and fear is expressed that the race track will be turned into a battle ground on account of the ill-feeling between different groups.

The students in Canton now have three separate unions with divergent, political and religious opinions, and they may come into active conflict. In years past, either the Canton Christian College, the Pui Ying, or the Pui Ching School was certain to secure the championship of the meeting. The officials for the meeting were usually drawn from the Canton Y.M.C.A. and other Christian organizations, but this year the Christian organizations appear to be showing but little interest in the coming events.

It is suggested by some that the contests should be postponed. Mr. Wang Ching Wei, Chairman of the Kuomintang, and Dr. C. C. Wu, acting Mayor of Canton, the leading officials of the meeting, may not be able to participate in the formal opening.

FANTAN.

Chinese workers now residing in the *fantan* gambling houses in Canton under the protection of the Strike Committee have been warned unofficially that they may have to clear out in order that *fantan* may be resumed. It is suggested that *fantan* will be allowed again on the north side of the City as it will produce a revenue of $12,000 daily. At the beginning of the boycott last June, *fantan* was prohibited for military reasons—to prevent too many gamblers from congregating in the City, and strikers were lodged in the gambling houses then vacant.

M. BORODIN.

M. Borodin, Soviet High Commissioner to South China, who has just returned to Canton from Moscow and Peking after a leave of absence of several months, will resume his post as adviser to the Political Commission of the Kuomintang in Canton.

TREASURY NOTES.

The market value of Canton treasury notes has fallen to 30 per cent. of their face value. The Canton City Treasury has decided to accept them for payment of duty and other public dues at that rate.

PICKETS AND FOREIGNERS.

The Canton Strike Committee, as requested by the Kuomintang, has issued an order forbidding strike pickets to enter premises of foreigners without permission.

## AUTOMOBILE CLUB OF CHINA.

### HONGKONG'S EXAMPLE QUOTED.

At the annual meeting of the Automobile Club for China held at Shanghai on April 29th, Mr. W. Rea hoped for similar conditions in Shanghai as existed in Hongkong. He believed, he said, that the automobile club in Hongkong provided a solicitor to defend traffic cases, and that the members of the club were given a 10 per cent. reduction in insurance policies and five per cent. on gasolene.

The chairman, Mr. J. J. Keegan, referred the matter to Mr. Swann, the secretary, who stated that several years ago they had had a reduction in insurance policies in Shanghai, but he believed that by agreement between the insurance companies this no longer could be obtained.

With regard to the question of legal aid, he had consulted several attorneys, who were of the opinion that the club membership would have to be three or four times larger before any attorney could feel it worth his while. The cheaper gasolene proposition had been tried out, he added, but at the time the members did not seem to avail themselves of the privilege.

## TWO SPORTS MEETING.

There will be two sports meetings to-day.

At Happy Valley the Hongkong Interschool annual athletic sports will be held this afternoon, commencing at 1.45 p.m. Five schools are competing, namely the Diocesan Boys' School, Queen's College, St. Joseph's College, St. Paul's College, and St. Stephen's College. The principal trophy at stake is the Governor's Shield which will be held for one year by the school gaining the most points. It was won last year by St. Joseph's College.

Other cups to be competed for are: The Canton Nanyang Brothers Challenge Cup; Sir Paul Chater Cup; Nestle & Anglo-Swiss Milk Co. Cup; and the Ellis Kadoorie Challenge Cup.

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) will present the awards at 4.30 p.m.

The second sports meeting is at the U.S.R.C. ground, Kowloon, where the Royal Artillery Annual Sports commence this afternoon at two o'clock. The sports will be continued to-morrow, and at their conclusion the various prizes and trophies will be presented.

## HU HAN MIN'S IMPRESSIONS OF MOSCOW.

### INTERVIEW WITH THE CANTON GAZETTE.

As already reported Mr. Hu Han-min, Minister of Foreign Affairs has returned to Canton. He is staying for the time being in the residence of General Chiang Kai Shek and while there he was interviewed by a representative of the *Canton Gazette*. Some of the questions and answers are given below:—

Question: Besides comrades Tam Ping Shan, Eugene Chen and Ku Meng Yue, who else returned with you and how was the voyage?

Answer: "I returned yesterday. Besides the comrades you mentioned there were several Russian and Korean comrades." The Korean comrades understand the Russian language but speak Chinese better. Their purpose in coming to Canton is to investigate revolutionary conditions in South China so as to serve as a guide for their own revolutionary work. Before returning to their own country they will help us in our movement.

"On March 13th I left Moscow for Vladivostock, at which place I arrived on the 25th. There I waited 25 days for a steamer. On April 20th I started for Canton by s.s. *Stavropol*. It took 9 days to reach Canton. On the 29th I reached Whampoa and General Chiang Kai Shek had already sent a steam launch to welcome and convey me to Whampoa Military Academy. Afterwards I proceeded to Canton on the cruiser *Chung Shan*.

Q.—What were your impressions during your stay in Moscow?

A.—I was greatly impressed with the revolutionary atmosphere when in the Capital of Soviet Russia. At present in Soviet Russia all political, military, labour and Peasant Organs are under the direction of the Party. Practically all the societies in Soviet Russia are thoroughly united. The sole reason for this is that their party is well organised. The system is so well organised. The system is so well run, that the work of the party is carried out very easily and quickly. Therefore whatever you meet and see, you can recognise the spirit of the party, just as you are sure to see water in the ocean.

Mr. Hu Han-min was next asked what would be his most important duties now he has returned to Canton, but his reply is not quite clear. He simply stated that he had been requested to undertake propaganda work in Moscow, but as he received little news from Kwangtung he was at a loss. Therefore the only thing for him to do was to return to Canton and report to the National Government and ask for advice.

Q.—How about the communications between China and Soviet Russia?

A.—Communications between China and Soviet Russia are very inconvenient. For this reason I received no news from Kwangtung. During my half-year's stay in Soviet Russia I received only two telegrams from comrade Wang Ching Wei, one of which was about the despatch of troops to the Southern Districts and another concerning the despatch of students to the Sun Yat Sen University. A third message also by comrade Wang dated January 23rd was received on February 23rd, informing me of the remittance of a sum of money for expenses; but up till now the funds have not yet been received. The departure of comrade Tam Ping Shan for Peking was also not known to me. Therefore it is clear that the communications at present are very inconvenient.

Q.—Have you anything more to tell?

A.—During my stay in Soviet Russia I felt one drawback, I received no news from Kwangtung. Therefore I know nothing about the recent political conditions. Often the Moscow Press asked me my opinion re political conditions and always I based my criticism upon my own theory and idea.

Q.—Where are you living at present?

A.—As my family have not as yet returned and I arrived at Canton very late last night, I stayed at comrade Chang Ching Kiang's house.

Q.—When will you report to the Government and C.E.C. of Kuomintang?

A.—With reference to that, I have prepared a detailed report and after I recover from my slight illness due to the voyage, I shall make a report before them.

## OLD CHINESE NEWSPAPERS.

### STROKE OF LUCK FOR MACAO FAMILY.

The *Wah Tze Yat Po*, or *Chinese Mail*, one of the oldest Chinese newspapers in China, and the oldest Chinese newspaper in Hongkong, recently advertised for some of its early numbers, offering $20 to $500 a copy. The other day a family at Macao replied to the advertisement and submitted one dated Hongkong, June 4th, 1873.

The paper had been kept by the family because it contained a notice concerning a property case. They regarded it as a valuable addition to their legal and family documents.

## SENSATIONAL ROBBERY.

### EXCITING CHASE IN EARLY MORNING.

### ONE MAN SHOT BY CONSTABLE.

HAUL OF OVER $2,000.

Just after daybreak on the water front yesterday a shop *foki* was seen giving chase to a number of armed men. Then several constables joined in the hunt and for a time there was considerable excitement. The armed men had broken into No. 35, Connaught Road West, and had committed one of the most sensational robberies perpetrated for a long time past.

The robbers made a haul of over $2,000 in money and jewellery from two firms who have their premises in this building, and in addition they took a number of Chinese promissory notes amounting in value to $21,000.

Two of the gang were eventually captured after a stern chase, but one was only brought to bay by a shot from a Chinese constable's revolver, which seriously wounded him. The other members of the band have escaped for the time being but it is hoped they will be rounded up in due course.

HOW THE ROBBERY OCCURRED.

The details of the robbery are given in reports made to the police by Chung Shau Nam, master of the Chit Fat Chan shop, at No. 35, Connaught Road West, first floor, and by Chau Yuen Sam, manager of the Man Chung Tai medicine import and export shop at the same address, ground floor. The robbers apparently gained access to the premises with the connivance of some of the shop *fokis*.

It appears that there were between eight or ten men in the gang. On the previous day two visitors were introduced to the manager of the shop as the clansmen of a servant boy. Although they were not known to either the manager or his assistants, the two guests were allowed to sleep on the premises for the night.

About two or three o'clock yesterday morning knocking was heard on the outside door, and the servant boy admitted a number of men, who were subsequently joined by the two visitors of the previous day.

These men armed with revolvers, daggers and choppers, confronted the *fokis* of the medicine shop on the ground floor. All the inmates were bound with wire, and gagged with walnuts and towels and pushed into a storeroom. The occupants of the first floor were then similarly treated.

THE HAUL.

The robbers seized the keys of the manager of the medicine shop and ransacked the premises and opened the safes, the master of the Chit Fat Chan shop, on the first floor, was absent, and as he had taken his keys with him, his safe was untouched.

The robbers, however, stole therefrom a jewellery box which contained $500 in Hongkong Bank notes, gold bangles, ear rings, and other articles of jewellery to the value of $120, making a total haul of $620 from the first floor. Most of the jewellery was brought from Amoy.

The safes on the ground floor were opened with the manager's keys and the robbers obtained from them about $1,900 in Hongkong Bank notes. They also stole a Chinese promissory note on the Hing Tai Bank for $4,000; one on the Shun C Bank for $8,000; and one on the Ng Chau Bank for $9,000.

THE CHASE.

The robbers remained in the house for over an hour, and when they left they divided up into different parties in order to effect an easier escape.

One of the shop *fokis*, however, whose legs the robbers had omitted to bind, managed to get on to the Praya, where a boatman freed his wrists from the bonds. The *foki* gave chase to a section of the gang which was making off in a westerly direction along the waterfront, among them being the servant boy mentioned previously. The *foki* chased them through Hillier Street and into Queen's Road West. The servant boy was captured near the Gas Company and one of his companions was shot and then taken into custody.

It appears that this man pointed a revolver at the Chinese constable who was following him closely. The constable then drew his revolver and fired and the shot was effective. The man was badly wounded in the head and was removed to the Government Civil Hospital, where he lies in a critical condition.

## HONGKONG TENANTS' ASSOCIATION.

### ORGANISING PETITION TO GOVERNMENT.

The Hongkong Tenants' Protective Association is now circulating a petition, in Chinese, asking for the signatures of individuals and firms favouring a request to the Government for the continuation of the Ordinance preventing landlords increasing their rents.

In addition to the petition in Chinese, which will be submitted to the Government through the Secretariat for Chinese Affairs, there will be another in English to be submitted by solicitors for the Association.

## CLAIM FOR WAGES.

### COMPLAINANT LOSES CASE BUT GETS $10.

### A KINDLY EMPLOYER.

A case, in which the language difficulty, complainant's vivid imagination and a kindly European employer were the main features, was heard at the Kowloon Magistracy, yesterday, before Mr. J. H. B. Nihill, when Chan Yau San, described as a cook, sued Mrs. R. G. Mathiason, of No. 7, Coronation Road, Kowloon, (*a*) for wages due from April 16th (at $18 per month); (*b*) for unlawful dismissal without giving plaintiff one month's notice or a month's pay in lieu thereof.

Complainant, giving evidence, said he had been employed by Europeans for six years in Canton. He arrived in Hongkong in March, 1924, and worked as caterer to Lam Woo, the contractor. He held the position for a year and then became a watchman on a lighter with the Kowloon Godown Company until the strike. He entered the service of defendant in July last year, at 1, Jordan Road. He was engaged by Mr. Mathiason as house coolie at $12.00 per month. After one month his pay was raised to $14.00. A month later he was paid $15.00.

At this stage the services of a "Shanghai man" were requisitioned as an interpreter, owing to complainant's rambling statement. Before he had concluded his evidence, the services of two interpreters were required. Complainant stating that he spoke a "mixture of the Shanghai and Cantonese dialects."

From February 1st complainant was employed as cook and coolie, his wages being raised to $18.00. All went smoothly until April 15th, when his employers moved to their present address. The next morning his master asked him to go to their former residence to fetch a razor-strop. He went there, but found the house locked; so he returned to Coronation Road at 10.45 a.m. He saw his mistress and was about to tell her about the old house being locked up, when she told him in Cantonese to go away, threatening to send for a policeman unless he (complainant) left.

Complainant refused to leave, and picked up a bucket, fetched some water and commenced to wash the kitchen utensils. His mistress became very angry with him and motioned him out of the kitchen, finally picking up a police whistle and blowing it.

The Chinese amah then advised complainant to leave the house; so he packed up his belongings and waited outside until his master returned at noon. The complainant remained outside, while his master entered the house.

Eventually the master came out and said "come downstairs with me." Plaintiff followed and his master took him to Mongkok Police Station.

At the station, plaintiff was questioned by the interpreter, to whom he alleged that he had told the same story as he had told the Court.

In reply to the Magistrate, complainant said that he had no wish to leave his employment, but had been given no opportunity to explain why he had failed to recover the razor-strop. He was only absent half an hour, when in search of the strop.

CASE FOR DEFENDANT.

Mrs. Mathiason said she engaged complainant as coolie from August 1st last, at $12.00 per month.

His service was satisfactory until April 16th. Though he had been "going off a little latterly, she had no idea of dismissing him until the incident on April 16th.

On April 16th Mr. Mathiason went to the office at 9 a.m. When witness got up she asked the amah where complainant was. The amah replied that he had gone out. He returned at 11.30 a.m. Witness having already prepared the tiffin, told the complainant to go and help the amah clean the house, as there was a lot of work to be done. Complainant "hung about the kitchen," while the amah was doing his work, carrying buckets of water up from the main hydrant. Witness told the amah that "the coolie ought to be doing that work as he was stronger."

Witness then asked the amah whether complainant intended to help clean the house. At that moment complainant came up and said something in Chinese to witness, who asked the amah to interpret. The interpretation was that complainant wished to leave. He was told that he could not do so until his master returned.

To prevent complainant leaving, witness locked the door. On consideration, complainant was given the option of cleaning the house or leaving. The amah

(*Continued on next Column*)

was asked to explain the situation in full to complainant and point out that if he left without notice he would receive no wages.

Complainant became very excited and the amah was asked to tell him to wait outside until the master returned. Witness, who was very upset, then went into her room. A little later the amah informed her that complainant had taken his belongings and left the house.

On Mr. Mathiason's return, he told his wife not to worry as he would take complainant to the police and have the matter enquired into.

Witness told the Court that she never spoke to the complainant in Chinese, most of the conversation on April 16th being conducted through the amah.

The razor-strop, continued witness, was brought back by the house agent's coolie on the evening of April 16th.

Complainant, said witness, never was a cook; he had merely helped witness in the kitchen, which was the reason for his being paid $18.00.

Mr. Mathiason next went into the witness-box and testified that he had never ordered complainant on April 16th to fetch the razor-strop. In fact, nothing had been mentioned of this matter by witness to complainant. He had missed it the previous evening and had made arrangements for the house agent's boy to fetch it; instructions being given through the amah.

On witness returning for tiffin, complainant was absent, but he came back later and began talking very excitely in Chinese. With a view to get matters "straightened out," witness persuaded complainant to accompany him to the Mongkok Police Station.

Witness offered to pay 16 days' wages to settle the matter. Complainant refused to accept this sum, and claimed two months' wages.

The Magistrate, in summing-up, pointed out that the whole case was based on the language difficulty. However, the Court had no sympathy for complainant who had refused to continue his work and had frightened the defendant.

The Magistrate said that had it been a case, in which both parties understood a common language complainant would have lost his suit and been ordered to pay the defendant's costs. In the circumstances the complainant's case had failed, but the Magistrate would ask Mr. Mathiason to pay him $10, *ex gratia* to which the latter consented.

## SMACKED A LITTLE GIRL.

### EUROPEAN MOTOR CYCLIST FINED $25.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday, Mr. F. P. R. James, an overseer of the P.W.D., was summoned for failing to report an accident, and with assaulting a ten-year old Chinese girl, living at No. 5, Prince's Terrace.

Mr. D. McCallum represented the complainant in the assault charge, and Mr. A. J. O'Donoghue defended in both charges.

Sub-Inspector Alexander, who prosecuted on the first charge, said that the report was received on the following morning. The Magistrate considered that a satisfactory explanation had been given and dismissed the summons.

Dealing with the second charge, Mr. McCallum said that the accused was riding his motor-cycle along Caine Road on April 29th when there was an accident, and a little girl was hurt. She ran into a shop, and, following her, accused smacked her on the face for laughing at him. Mr. McCallum considered it extraordinary that he should have assaulted the little girl.

After the girl had given evidence, accused went into the witness-box. He said that the girl had rushed across the road, and, he tried, to avoid her by swerving but she was hit by the front wheel of the motor-cycle. She got up and ran into a shop, where he followed to make inquiries. She then laughed at him, and he just flicked her on the head.

Replying to Mr. McCallum, he said that the accident had been caused by the girl's neglect, and he was naturally annoyed when she laughed at him. He had hurt himself, torn his clothing, and damaged his machine. He had written to the girl's guardian claiming damages. In answer to another question, he said that he would have been justified even had he assaulted the girl.

Mr. O'Donoghue submitted that it was a trivial case, and suggested that it was an attempt to extort money from the defendant.

Mr. McCallum strongly objected to the suggestion.

Mr. Lindsell said that he was satisfied that defendant had struck the girl, and imposed a fine of $25.

## UNMUZZLED DOGS.

### OWNERS FINED.

At the Central Magistracy yesterday before Major C. Willson, Mr. W. S. W. Collasins, Kellett Lodge, No. 180, The Peak; Mr. C. C. Stark, No. 274, The Peak, and a Chinese were summoned for failing to have their dogs muzzled in a public thoroughfare. A $5 fine was imposed in each case.


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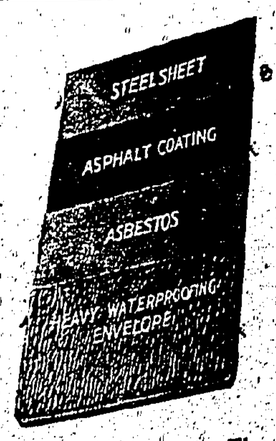


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THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIFTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on TUESDAY, THE 18TH MAY, 1926, at NOON, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the Year ended the 31st DECEMBER, 1925.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 4TH to the 18TH MAY, 1926, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.
Hongkong, 23th April, 1926. [3498

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at the Head Office, UNION BUILDING, Hongkong, on FRIDAY, 28TH MAY, 1926, at 11 O'CLOCK A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1925, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from MAY 12TH to MAY 28TH, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hongkong, May, 3rd 1926. [3519

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 28TH MAY, 1926, at 11.15 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1925, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from MAY 12TH to MAY 28TH, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hongkong, May 3rd, 1926. [3520

THE CHINA FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 28TH MAY, 1926, at 11.20 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1925, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from MAY 12TH to MAY 28TH, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hongkong, May 3rd, 1926. [3521

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that Certificate for 8 Shares Nos. 36635/36642 issued on 20th NOVEMBER, 1899, in the Name of the Late MR. ALLISTON O'DRISCOLL GOURDIN Has Been Declared LOST and should the Same not be produced before 6TH MAY, 1926, it shall be deemed CANCELLED and of NO EFFECT.

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HONGKONG, MAY 6TH, 1926.

## ELECTRICAL MYSTERIES.

THE news that two amateur wireless workers have succeeded in speaking to each other, although one was in England and the other in Australia, is evidence that wireless telephony will soon affect all of us. We probably fail to realise what a boon broadcasting has proved itself to be to those who "listen in." The craze for it has swept over Britain like a tidal wave. People who go home on leave say that it is the one great change they notice.

The advances of the scientists who make a study of electricity have been so great during the last twenty or thirty years that we cease to be surprised at any new pronouncement on the subject of electrical phenomena. Forty years ago people were almost dazzled by the idea of switching on an electric lamp. Familiarity may breed contempt, but it does not explain the mysterious. To many of us it still remains a mystery why, when we manipulate a button or a switch we immediately obtain a light. "You cannot teach an old dog tricks" and no doubt the generation now at school in Britain will know much more about motor bicycles, wireless and other scientific apparatus when they reach maturity than shall we older ones, even when we are almost at the end of life's journey.

We cannot, however, remain altogether indifferent to matters which affect our daily lives. We believe that the general public very much appreciate the wireless news that, when the weather is clear, reaches us each day soon after it is sent off from the transmitting station at Rugby. The newspapers have just recorded the latest triumph of wireless. It is almost exactly fifty years after the granting of the first patent for a telephone—March 17th, 1876,—that the first wireless conversation between Britain and America has taken place. It was not, of course, the first time that the human voice had been transmitted across the Atlantic. It was, however, the first occasion when people in London carried on individual conversations with others in New York.

Expecting, as we do, so much from the men of science in these days, it is not surprising that we should ask ourselves why we in Hongkong cannot be permitted to have a quiet chat with "the old folks at home" or hold a conversation with the children at school in England. Perhaps someday we may even be able to do that but we are assured that it is impossible at present.

We may, however, be encouraged to hope for such advantages when we remember what has already been done. Wired and wireless telephony were employed to enable the people in London to converse with those in New York. This great achievement in a sense marks the completion of the wireless telephony installation at the Rugby Station of the British Post Office. Speech was conveyed from London to Rugby by an underground line about eighty miles long, and from Rugby it was transmitted by wireless to a station in America. From that station it was sent underground for a distance of 600 miles to New York. The return speech was sent from another wireless station in the United States to the British Post Office receiving station, near Swindon in Wiltshire. In each case the power used was considerable but not terribly costly. If worked for an hour each station would need about two hundred units of electricity.

Having recorded these interesting facts we will now leave our readers to speculate upon the question whether all this broadcasting has had any effect upon the atmosphere which envelopes the earth. We hesitate to blame the electricians prematurely, but it must be confessed that the weather has behaved itself in a very unusual and even unseemly fashion during recent weeks. It has been stated that an eminent scientist hesitated to continue his investigations into electrical phenomena because he thought that if too much electrical energy were available the human race would use it for purposes that would, in the end, annihilate mankind. We may be grateful for the new inventions, but we are not altogether without alarm. And when it comes to the control of the weather by electrical methods, there will be one great obstacle which we imagine no inventor will be able to surmount. How will he be able to control it in such a way as to please everybody?

The King's Birthday Parade will take place this year on June 3rd, at Happy Valley.

While alighting from a moving tramcar in Des Vœux Road Central on Tuesday, a Chinese woman received injuries which necessitated her removal to the Government Civil Hospital.

The Bible Study Circle at the Helena May Institute on Friday mornings during the month of May will be conducted by Mrs. H. L. Clift, at 10.30 a.m. All women are invited.—ADVT.

The funeral took place last evening at Happy Valley of Vera Gertrude Xavier, the fifteen months old daughter of Mr. and Mrs. R. G. Xavier, No. 25, Jordan Road, Kowloon, whose death occurred on Tuesday.

At the Kowloon Magistracy yesterday, the Shum Tai Company were charged with using mortar not to the specification of the Building Authority in the construction of a house in Austin Road. A fine of $100 was imposed.

At the Kowloon Magistracy, yesterday, before Mr. J. H. B. Nihill, a bus conductor in the employ of the Kowloon Motor Bus Company, was sentenced to six weeks' hard labour for having absconded with $10.65 belonging to the Company.

A Chinese street coolie committed suicide by hanging himself from a tree on the hillside above Kennedy Road on Tuesday.

Mrs. Goillin, of No. 3, Mody Road, Kowloon, reported to the Water Police yesterday that she had lost from a drawer in her bedroom bank notes to the value of $400. She suspected a house-boy she had dismissed. The theft took place sometime between Tuesday noon and yesterday morning.

Typhus is more prevalent in Peking than usual this spring, while reports from Kalgan indicate almost an epidemic occurrence. A foreign public health expert in discussing the spread of typhus, declared that there is little danger, however, of contracting the disease under the living conditions of the average foreigner in Peking.

There will be two meetings of the Chinese Chamber of Commerce on Saturday afternoon. The first is the annual meeting at 2.30 p.m. for the purpose of receiving and passing the accounts for the year. The second meeting, which follows at 3 p.m., will be for the purpose of transacting the ordinary routine business of the Chamber.

There were two cases of small-pox (one death), one death from diphtheria, six cases of enteric fever (three deaths), one death from puerperal fever and two deaths from influenza during the week ended May 1st according to the return of the Medical Officer of Health. There were no cases of notifiable disease for the 24 hours ended May 3rd. There was one Chinese case of diphtheria for the 24 hours ended May 4th.

Readers are reminded that the Moscow State Ballet, who have appeared with so much success at the Queen's Theatre since last Friday, are giving their opening performance at the Star Theatre, Kowloon, to-night. The programmes they will present during their brief season at this Theatre will be entirely changed from those given hitherto. To-night and to-morrow night they stage "Les Silphydes," and on Saturday night they will present "A Holiday in Seville." All the performances commence at 9.15 p.m. On Sunday there will be a special matinee.

The *Japan Chronicle* announces the discovery of a new form of intoxication. In the precincts of a shrine at Kameido in Japan the other day, a policeman on patrol discovered what he took to be a corpse. He telephoned to the village office for a coffin, which was at once sent, and the body put in. On the way to the village office, however, the corpse in the coffin revived and began to sing and dance, to the alarm of the bearers. It was later ascertained that he was a young man, aged 23, who had been made intoxicated by viewing the cherry-blossoms.

Before Mr. Justice Wood in the Summary Court yesterday, the Wing Shing Company sued the Stone Mason's Guild, and its chairman, Ng Yau, for $535.60 due for supply of wines and refreshments. The original claim was for $1,535.60, but plaintiffs had secured $1,000 in Original Jurisdiction. When the manager of the plaintiff firm gave evidence it was ascertained that the defendants had paid a further $500. Judgment was thereupon given plaintiffs for $35,60. Mr. H. Somerset Fitzroy was for plaintiffs, and Mr. Gordon Leask represented the defendants.

## LOCAL WILL.

A MASTER MARINER'S ESTATE.

The late Mr. James Henry Woolacott, master mariner, who died in Hongkong on December 8th, 1924, left estate to the value of $10,000. Letters of administration have been granted to Mr. W. E. L. Shenton, acting on behalf of deceased's next-of-kin. The estate will be shared amongst deceased's two sisters and two nephews, Mrs. M. E. Lawrence, Vancouver, British Columbia; Mrs. E. M. Sawyer, York, England; Mr. H. L. Hyett, The Mumbles, Swansea, and Mr. H. Hyett, also of Swansea.

## MORE DOG BITES.

Two persons were attacked by dogs on Tuesday.

Mr. A. A. Alves, of 11, Macdonnell Road, was attacked by a dog owned by a Chinese contractor. The dog was warded off, and on being captured later, was sent to Kennedy Town.

A Chinese girl, aged 2 years, living in Shanghai Street, was bitten by a dog kept in the house. She was treated by a private doctor.

## ORDERS TO THE STRIKE PICKETS.

NO INTERFERENCE WITH FOREIGNERS.

Our Chinese correspondent refers to the fact that the Strike Pickets have been instructed that they are not to enter foreign owned premises. The circular issued on this subject by the Chief of the Strike Picket Corps to his subordinates is as follows:—

"We have been in receipt of a despatch from the Political Council, which states as follows:

"The Bureau of Foreign Affairs has reported that a letter has been received from the American Consul-general, reporting that pickets were found entering the Missions Building and interfering with its tenants, and requesting that steps might be taken to prevent such a movement from happening again. Such being reported by the Bureau of Foreign Affairs for our action, we find that members of the Picket Corps should, as it is important, follow the orders from their Chief, and should not intrude into other people's houses or shops without any reason whatever, nor should they meddle with others' business officiously. It is for this reason that we are writing to request you to look into, and deal with the matter as soon as possible."

After the receipt of the above despatch together with a copy of the original letter attached, we are writing you this especially, and hope that you will look into the matter to see if the facts alleged by the American Consul are true or otherwise, and report to us.

You are further requested to instruct your subordinates that they should not take any imprudent action henceforth, such as making a scrutiny of the houses or shops or foreign residents, without authority from our Committee, in order to show an enlightened attitude, and to avoid diplomatic trouble."

## MISSING SPANISH AVIATOR FOUND.

FORCED TO LAND OWING TO BAD WEATHER.

Captain Loriga, the Spanish aviator, has been found and arrived at Macao yesterday. The news was brought back to Macao on Tuesday by one of the Portuguese gunboats which had been sent out on a search the previous day.

Loriga was forced to land near Kwong Chow Wan owing to bad weather.

Captains Gallarza and Loriga are coming to Hongkong. From here they may proceed to Formosa or go direct to Manila. That part of their programme has not yet been definitely fixed.

A cable received by the French Consul-General in Hongkong (M. Defaure de la Prade) from the French Consul at Canton gives details as to what caused the delay of the aviator.

The cable stated that a telegram had been received by the Consul in Canton direct from Captain Loriga, stating that he had been compelled to land at Tin Pak owing to engine trouble. The message was despatched from Shuitung and stated that the airman was unable to effect repairs to his motor and asking for assistance. On the receipt of this news, the French Consul in Hongkong decided to cable to the French authorities at Kwang Chow Wan, requesting them to render what help they could. On learning, however, that a Portuguese gunboat had got into touch with the airman, M. de la Prade decided to confer with the Portuguese Consul in Hongkong before finally taking any steps in the matter.

H.M.S. *Marazion* and Submarine *L.5* which left on Monday night to assist in the search for the missing airman, returned to Hongkong yesterday. They did not proceed so far south as Kwang Chow Wan, and had received no information as to the whereabouts of Captain Loriga.

This is the second mishap which has occurred during the Spanish flight from Madrid to Manila. Early last month, Captain Gallarza, Captain Loriga and Captain Estevez left Cairo for Bagdad, but the last mentioned aviator did not reach his destination as he had to descend in the desert in Syria. He was found by British aviators there after spending six days in the desert with his mechanic. Later Captain Estevez abandoned the flight.

Captain Loriga and Captain Gallarza were expected to reach Hongkong yesterday in order to inspect the flying ground at Kowloon, when they would then decide whether they would make their next stop from Macao to Manila, at Hongkong or Formosa.

The aviators, however, did not arrive by either the tiffin time or afternoon steamers from Macao, and it is now expected that they will arrive here sometime to-day and carry out their inspection of the ground.

It was learned that repairs were still being carried out to Captain Loriga's machine at Macao when the steamers left there at tiffin time yesterday.

# GENERAL STRIKE NEWS.

## HOOLIGANISM BREAKS OUT IN EAST LONDON DOCK DISTRICT.

### POLICE BATON CHARGE FOLLOWED BY ARRESTS.

[THROUGH REUTER'S AGENCY.]

IN SPITE OF THE STRIKE, WORK IS PROCEEDING IN THE CLYDE AND SUNDERLAND SHIPYARDS, THE NORTHAMPTON BOOT FACTORIES AND LEICESTER HOSIERY FACTORIES. RACE MEETINGS AND CRICKET MATCHES HAVE BEEN ABANDONED BUT THE RAILWAYS ARE ENDEAVOURING TO OPERATE SERVICES WITH VOLUNTARY LABOUR. IN THE ABSENCE OF NEWSPAPERS THE GOVERNMENT ARE PUBLISHING A GAZETTE IN ORDER THAT "RUMOURS SHALL NOT POISON THE AIR AND RAISE PANICS AND DISORDERS." THE MESSAGE OF THE GAZETTE TO THE NATION IS "BE STRONG AND QUIT YOURSELVES LIKE MEN."

LONDON, May 4th.

An official broadcast states that the London milk transport service is working according to scheme. Long-distance milk and fish trains have arrived according to schedule.

The London underground railway and omnibus combine notify that it is endeavouring to operate services with voluntary labour, and the extent of the working will depend on the number of volunteers.

The trunk railway companies hope to run passenger trains during the day.

Meantime, reports from the provinces, show that train services are practically non-existent. The principal stations at Manchester are picketed, but one or two trains managed to leave the London Termini.

Hundreds of railway clerks and supervisory grades have resumed ordinary duties at Hull after telegraphing to their Executive disapproving of the strike action.

News from the provinces shows that the strike is being observed in the industries embraced by the Trade Union Congress order, but that work is proceeding in others, including the Clyde and Sunderland shipyards, Northampton boot factories and Leicester hosiery factories. A number of potteries have stopped owing to lack of coal. At Belfast business is as usual.

HOOLIGANISM IN EAST LONDON.

There were nasty scenes in dock land, in the East of London, when the hooligan element, which had been interfering with suspicious road transport early in the day, became more reckless in the evening, indiscriminately stopping and disabling lorries and other vehicles.

The police were reinforced and charged with truncheons several times. A score were sent to hospital and half a dozen arrested.

"BRITISH GAZETTE" NO. 1.

The *British Gazette* (No. 1), not exceeding 700,000 copies has been published by His Majesty's Stationary Office. It consists of four sheets, the inside pages being blank. It explains that its objects are to reply to the strike makers' plan to paralyse public opinion. "Nearly all the newspapers have been silenced by violent concerted action, and this great nation is momentary reduced in this respect to the level of African natives, dependent only on rumours carried from place to place." It adds that in a few days, if this were allowed to continue, rumours would poison the air and raise panics and disorders, and "carry us to depths which no sane man in any party or class would care even to contemplate."

The *Gazette's* circulation will be raised by means of the unlimited resources of the State until it provides a sure and sufficient means of information, and a guide for action to all British citizens. The *Gazette* urges the Nation to: "Be strong and quit yourselves like men."

STRIKE ITEMS.

About forty constables and specials surrounded the *Morning Post* offices all night long.

The warships *Barham* and *Ramillies* are landing food supplies at Liverpool.

Eight London theatres have closed down.

The first strike-time edition of a regular newspaper to reach Reuter's office is a diminutive copy of the *Times*, consisting of a single sheet of foolscap with type script on both sides. Priced at twopence, it contains the briefest digest of yesterday's developments.

COMMUNIST M.P. CHARGED.

Mr. Saklatvala, M.P., was remanded at Bow Street till Thursday on a charge of an inflammatory speech at a May Day demonstration in Hyde Park, in which according to a detective shorthand writer, he incited the army to revolt and to refuse to fight. He also spoke contemptuously of the Union Jack.

Sir Travers Humphreys, prosecuting, said, this being the first case in the present situation, the prosecution only required defendant to enter into recognisances for good behaviour.

Mr. Saklatvala was given bail on two sureties of £100 each.

RACE MEETINGS ABANDONED.

A joint conference between the Stewards of the Jockey Club and the National Hunt Committee has decided, owing to the difficulty of carrying out race meetings under existing conditions, that all meetings be abandoned until further notice. This does not apply to the Chester meeting now in progress.

The cricket match Cambridge *versus* Middlesex has been abandoned and there was no play to-day. The Oxford *versus* Middlesex match to-morrow has been cancelled. Two "soccer" internationals, England *v.* Belgium and England *v.* France, fixed for May 8th and May 13th have been postponed.

CLERKS UNLOAD SHIP.

The combined clerical staffs of the Cunard and White Star offices unloaded the *Mauretania* at Southampton on her arrival from America. The passengers were sent to London in a fleet of charabancs.

HOW NEWS IS DISSEMINATED.

LONDON, May 5th.

Good tramway services are operating in Glasgow, Liverpool and Bournemouth.

The publication of newspapers has been resumed in a number of country towns, including Newcastle, Cardiff and Glasgow, photographic plates of typescript being utilised in many cases. London financial papers are published with stock and share movements.

Broadcasting was extensively used last night for the distribution of Government information and other news relating to public arrangements. The service was operated every halfhour from 9.30 to midnight.

FRENCH COMMENT.

PARIS, May 5th.

All the newspapers comment on the remarkable coolness of the British public in the present crisis.

*Le Petit Parisien* says the man in the street in England has set his face resolutely against revolution.

The *Gaulois* says that all civilized peoples should stand together in such a time.

The *Echo de Paris* does not doubt but that Constitutional Government will ultimately triumph.

The *Oeuvre* is of the opinion that the strike is due to the re-adoption of the gold standard.

NORTH SEA FERRY SUSPENDED.

ROTTERDAM, May 4th.

The Batavier Line has suspended its London service and other lines are contemplating similar action.

Exporters of vegetables, meats and dairy produce have already suspended shipments to England.

The Hook of Holland's services to Harwich will be suspended after to-night.

RELIEF FOR THE UNIONS.

AMSTERDAM, May 4th.

Mr. Brown, Secretary of the International Federation of Trade Unions, has arrived here unexpectedly *viâ* Antwerp and is now busily engaged in circularising affiliated Unions with a view to establishing a Relief Fund for the British Unions.

TRAFFIC CONGESTION AT PARIS.

PARIS, May 4th.

There was an extraordinary influx of passengers from England yesterday. Trains from Calais to Paris were doubled.

The northern station at Paris to-day was crowded with English people hurrying to London and after ten in the morning every train departed without a guarantee of travel beyond Boulogne or Calais. It was announced at noon that four of the afternoon trains were cancelled, this consternating would-be travellers.

SHIPPING HELD UP.

BERLIN, May 4th.

The strike has already affected German ports and vessels scheduled to sail to England have cancelled their departure in view of the impossibility of coaling in Britain. Several British steamers are held up at Hamburg and Bremen. German-American liners are omitting Southampton from their itinerary.

INTERNATIONAL SUPPORT FOR STRIKERS.

PARIS, May 4th.

The General Confederation of Labour has convened a conference of miners, railwaymen, dockers and seamen to discuss support for the British strikers. A definite decision has been reached but the French Unions have assured British workers of sympathy and promised to contribute to the success of the strike.

AMSTERDAM, May 4th.

The International Federation of Trade Unions has not received an application from the British Trades Union Congress, but it has made preparations for financial and moral support, immediately the application has been received.

ESSEN, May 4th.

The Union of transport workers, dock labourers and seamen's organisations have issued a manifesto ordering the members to cease work on ships trying to take coal to England.

[REUTER'S AMERICAN SERVICE.]

AMERICAN LABOUR VIEWS.

WASHINGTON, May 4th.

Mr. William Green, President of the American Federation of Labour, has stated that the Federation believed that the British miners were justified in their demands for a "decent living wage," and that their grievances should speedily be redressed. He hoped that "those qualities which characterise the British people in every crisis" will so assert themselves as to effect an immediate settlement.

EFFECT ON STOCKS.

NEW YORK, May 4th.

The Stock Exchange opened weak. Considerable selling of British stocks tended to restrict trading. Cotton and wheat futures receded fractionally.

[THROUGH REUTER'S AGENCY.]

## BRITAIN'S BUDGET.

### IMPORTANT RESOLUTIONS PASSED BY COMMONS.

LONDON, May 4th.

There was a normal attendance of members when the House of Commons met.

At the opening of the Budget resolution discussions, Mr. Philip Snowden announced, that, without prejudicing their attitude, the Labour Party would not prolong the present stage of the debate, as they desired to leave as much time as possible for more urgent business.

Mr. Lloyd George associated himself with Mr. Snowden, and Mr. Winston Churchill expressed his appreciation of the attitude.

A division was forthwith taken on the betting duty resolution, which was adopted by 282 votes to 122. The trade motor cars duty resolution was next carried by 301 votes to 119 and the resolution exempting antiques over a century old except wines and spirits from duty, was agreed to without a division.

A resolution continuing the key industries duties for another ten years was carried by 314 votes to 120.

The packing and wrapping paper resolution was adopted by 319 votes to 130 and the transfer of £7,000,000 from the Road Fund to Exchequer by 320 votes to 131. Other Budget resolutions were confirmed without a division, after which Mr. Churchill introduced the Finance Bill, which was read a first time.

The House adjourned, without any reference being made to the strike.

## LAHORE STATUE.

### OFFENDING INSCRIPTION ALTERED BY GOVERNMENT.

LONDON, May 4th.

The controversy centring around the famous Lawrence statue, which has more than once led to a breach of the peace has apparently been ended by the action of the Government in altering the offending inscription. "Will you be governed by the pen or the sword?" to "With the pen and the sword I served you."

## EMPIRE BILLIARDS.

### ENGLISH AMATEUR WINS THE TOURNAMENT.

LONDON, May 4th.

England's representative proved the winner of the Empire Billiards Tournament which has been in progress at Thurston's in the past month.

Playing to-day in the final, C. Earlam, the 20-year-old youth, who won the amateur championship of the British Isles this year, defeated Shailer, the Australian representative by 606 points.

The final scores were: Earlam, 2,000; Shailer 1,394.

## THE PRINCE OF WALES.

LONDON, May 4th.

The Prince of Wales has arrived by aeroplane at Croydon from Paris, and quietly motored to London.

## HOME COUNTY CRICKET.

### OPENING OF SEASON SPOILT BY RAIN.

LONDON, May 4th.

The opening cricket matches of the season, which began on Saturday, were mostly spoiled by rain. There was no play anywhere on the first day, excepting at Leyton in the Essex *v.* Yorkshire match.

SURREY *v.* HAMPSHIRE.

This match was played at the Oval and was drawn. The scores were:—

Surrey, 243 and 145 for three wickets (declared).

Hampshire, 182 and 118 for four wickets.

In Surrey's first innings, Jardine made 79, the highest scorer in the second innings being Sandham with 84.

For Hampshire, Bowell made 97.

YORKSHIRE DEFEAT ESSEX.

Playing at Leyton, Yorkshire defeated Essex by ten wickets. The scores were:

Yorkshire 359, and six for no wickets.

Essex, 110 and 254.

For Yorkshire, Rhodes made 132, and in bowling against Essex, Kilner took six wickets for 43 runs.

NOTTS BEAT NORTHANTS.

Playing at Nottingham, Notts defeated Northamptonshire by four wickets. The scores were:—

Northants 111 and 227.

Notts 190 and 160 for six wickets.

In Northants' second innings, Jupp made 81. Richmond took five wickets for 20, and Larwood five wickets for 55.

For Notts, Carr made 86, and Jupp was the best Northants' bowler, taking six wickets for 47 runs.

DRAWN MATCH.

The match between Lancashire and Warwickshire, at Manchester, was drawn. The scores were:—

Lancashire, 179 and 180 for six wickets (declared).

Warwick, 140 and 91 for three wickets.

There were no high batting scores, the bowling honours going to Quaife who took four wickets for 13 runs and to MacDonald who secured five for 55.

MATCH ABANDONED.

The match between Cambridge and Middlesex, at Cambridge, had to be abandoned owing to the strike. The first innings was completed, in which Cambridge made 89 and Middlesex 223.

AUSTRALIAN TOUR.

MATCH WITH LEICESTERSHIRE DRAWN.

LONDON, May 4th.

The match between the Australians and Leicester, at Leicester, was concluded to-day and ended in a draw.

The weather was fine and there was an attendance of 3,000 spectators. The wicket was good.

The Australians made 336, Gregory making 120, not out, in a vigorous and spectacular display. He hit two sixes and 15 fours, his innings lasting 145 minutes.

Skelding took five wickets for 97 runs and Bale three for 43.

Leicester could only make 96 runs in their first innings, Macartney taking five wickets for only nine runs. Leicester followed on and had made 15 runs for the loss of one wicket when stumps were drawn.

## RACE TO POLE.

### "NORGE" NOW ON ITS WAY TO SPITZBERGEN.

LENINGRAD, May 5th.

The *Norge* left for Spitzbergen at 9.38 this morning.

[REUTER'S AMERICAN SERVICE.]

## AMERICA AND EUROPE.

### U.S. PRESIDENT AGAINST PROPOSED HAGUE CONFERENCE.

WASHINGTON, May 4th.

President Coolidge has declared that the conditions in Europe are unfavourable for the calling of a third Hague conference, notwithstanding that participation therein might be beneficial to the United States in many ways.

## SOUTH AMERICAN WAR.

### U.S. CRUISER ORDERED TO NICARAGUA.

WASHINGTON, May 4th.

A cruiser has been ordered to Bluefields, Nicaragua, in order to safeguard American interests, as the Nicaraguan Congress has declared that a state of war exists.

## MEXICAN PETROLEUM.

### ACCURACY OF A REPORT DOUBTED IN U.S.

NEW YORK, May 4th.

It is authoritatively learned that American oil circles are inclined to doubt the accuracy of a despatch from Mexico City to the effect that the Mexican Government and the British Legation have reached a satisfactory agreement regarding the new Mexican petroleum law.

## CHINESE Y.M.C.A.

### MEMBERSHIP AND FINANCIAL CAMPAIGN A GREAT SUCCESS.

The annual Membership and Financial Campaign of the Chinese Y.M.C.A., was brought to a successful conclusion last evening.

Early in the season the Directors of the Y.M.C.A. felt that it would be almost impossible to secure much support this year owing to the conditions existing in the Colony, but as the result of hard work on the part of the Directors and other members of the Association, a sum considerably more than was at first expected was realised.

The Directors had set the sum of $12,000 as their goal, but as the campaign went on they became confident of realising a much larger sum.

Last night when the accounts were made up it was found that a total of $18,980 had been collected.

The winning team in the campaign was captained by Mr. Sun Chi Hing and Mr. Kwok Lam Fong, who collected over $6,000.

## HARBOUR MYSTERY.

### RECOVERED BODY BELIEVED TO BE EUROPEAN.

Yesterday afternoon a Water Police launch patrolling the Harbour discovered a body floating in the water off Blackhead Point (near Holt's Wharf).

The body had the appearance of being that of a European man, but it was in a very advanced stage of decomposition, and there is consequently some doubt in the point.

On the body were grey trousers, a black serge coat, blue and white striped shirt, white singlet, dark socks, black boots, and a brown leather belt, to which three keys were attached.

No one has been reported as being missing locally.

## OLD SHANGHAI RESIDENT RETIRES.

### "A DOUGHTY INTERPORTER."

Mr. Tom Wallace of the Shanghai Waterworks Co., has retired after 43 years of continuous service. He proposes to spend a holiday in England and then return to settle down in Shanghai.

The Waterworks Staff presented him with a massive silver cigar box and at a tiffin to which he was entertained by the senior members of the Company, the Chairman of the company, Mr. A. W. Burkill, handed him a silver cigarette box as a token of the directors' appreciation of his work from 1883.

Mr. Wallace, by reason of his genial nature, was very popular with every member of the waterworks' staff, and, indeed, with everyone with whom he came in contact, says the *N.-C. Daily News*, but there was a side of him more familiar to the older residents. For a long period the name of Tom Wallace was something with which to conjure on sports fields. He was one of those men who seemingly could take up any game and play it with skill.

He has been the Settlement's lawn tennis champion and whenever there was a sports meeting he excelled as a sprinter and a long and high jumper. Always he has been a keen rider and it is doubtful if he and his brother Sam have missed either the start or finish of a paper hunt—even though of late they have not ridden in them—for many years, whilst regularly on non-hunting days they can be seen hacking, always together and usually on ponies far too fat for very hard work, and, therefore, they probably are as popular with their ponies as with menfolk.

Tom Wallace, however, was better known than anywhere on the cricket field. He was Captain of the Recreation Club and a doughty Interporter. The ancients say his fielding was amazing and of a kind that never has been surpassed or even equalled in Shanghai.

## THE DOVE'S NEST.

### NEW ENTERPRISE IN SHANGHAI.

A new tea room in Shanghai, one of the new shops on the Nanking Road near its junction with the Honan Road, was formally opened on April 30th.

Its name in the Chinese means peace and love and Mr. Ellis, of the Anglo-Chinese Trading Co. who is taking a keen interest in the concern thought it best translated as "The Dove's Nest."

## NO CHALLENGE FROM ASIA.

### HANDICAPPED BY LACK OF MINERALS.

AMERICAN PROFESSORS' VIEWS.

One of America's leading geologists, Prof. C. K. Leith, of the University of Wisconsin, gives in *Foreign Affairs* an unorthodox opinion regarding the future of the Far East. He believes the oriental countries are so handicapped by the lack of mineral resources that they can never challenge Western industrial civilization. He writes:

"The common use of phrases like 'the yellow peril' and 'the awakening of the Far East' imply a widespread belief in the capacity of the Far East to advance in culture and industry, as well as in political and military power, to a position more or less comparable to that of Western Europe and the United States. It is apparent from the nature of the discussions that this belief is based principally on a consideration of the human factors involved in education, in the growth of population, and in political development. One looks in vain for correspondingly adequate consideration of the physical environment, to see how far it will permit of the expected advances. It seems to be assumed that the necessary physical resources will be found when the eastern peoples come to a point where they can use them.

"At the present time the countries of the Far East yield only an insignificant proportion of the world's total of the essential commercial minerals,—for example, about five per cent. of the copper, one per cent. of the iron ore, five per cent. of the coal, and three per cent. of the oil. Only in a few of the less essential mineral commodities are the proportions larger. In contrast, the countries bordering or tributary to the North Atlantic now furnish the vastly larger part of the world's requirements in essential minerals,—90 per cent. of the coal, 98 per cent. of the iron ore, 65 per cent. of the copper, and 90 per cent. of the oil.

"There is a tendency to attribute this situation to the mere lack of exploration in the Far East, and to assume that when this has reached a stage comparable to that of the North Atlantic countries the production of essential minerals will be more or less equalized. But a survey of the facts proves this assumption to have but a slender basis. In fact, the conclusion seems inevitable that (with certain exceptions to be noted) the present small scale of mineral production in the Far East is not a temporary but a permanent condition, being due to the absence of mineral resources in quantity or grade or distribution suitable for effective use."

It is somewhat difficult to find the basis for Prof. Leith's conclusions comments the *Far Eastern Review*. The resources of China have hardly been tapped because of a religious prejudice against mining in the China of the past and because the disturbances of Republican China have made it difficult to finance the larger industrial properties in the interior of China. The Japanese have done a remarkable work in connection with the development of the natural resources of Manchuria, particularly at the Fushun colleries and much more could be accomplished if the militarists would stop their constant civil wars. In South China, the provinces of Kwangsi, Kweichow, Yunnan and Szechuan abound in minerals. Much of the tin of the world comes from Yunnan, which also produces copper and silver. Hunan is the principal source of antimony. The oil of Szechuan, Kansu and Shensi has hardly been prospected with scientific accuracy.

It is ostrich-like thinking to overlook the apparent facts of China's economic strength. The Japanese are not disregarding these facts. They cannot afford to. They have not invested a billion and a half yen in Manchuria alone without an assurance that there is the future supply of their raw materials.

## ENGLISH TOWNS OF THE FUTURE.

### PLANS FOR OVER 2,000,000 ACRES.

A correspondent writes to a London paper: Over 2,000,000 acres in this country are now included in schemes for town planning. The majority of these are still in their preliminary stages. Altogether 139 local authorities, with a population of over 20,000, and 181 local authorities, with less than 20,000 have decided to prepare town planning schemes. It is significant that so large a number as 181 councils should have decided voluntarily to undertake town planning, and it is expected that this fact will encourage the Minister of Health to consider whether, in future legislation, the number of inhabitants in districts that are compelled to town-plan should be reduced below the present figure of 20,000. So far only twelve authorities in all have had their schemes approved, covering an acreage of 27,992. No less than 180 local authorities responsible for an acreage of 1,417,032 have decided to prepare schemes and passed formal resolutions to this effect, but have not yet submitted preliminary statements. This is due not to slackness on the part of either central or local authorities, but to the fact that schemes have to be constantly re-examined in order to try and avoid mistakes.

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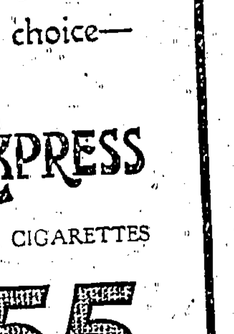

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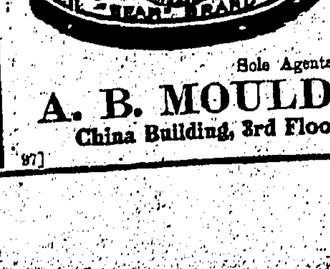


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## SHANGHAI RACES.

### CHAMPION STAKES WON BY THE DAY STABLES.

### OLD BILL IS PLACED.

[BY ARGUS.]

Yesterday was the third day of the Shanghai Spring race-meeting. The main event, of course, was the Champion Stakes for China ponies. This fell to the Day stables for the third time, the winner being Borderland, ridden by Mr. E. McBain.

Old Bill, who was second at the Spring meeting in 1920, won the following Spring and has been placed twice since then, took second money, steered by Mr. Burkill.

Messrs. Beith and Lemarchand won two events with Charcoal and Piccolo. The former ran third in the Champions here in 1925 and was only once beaten at the extra meetings in the early part of that year.

Racing details follow:—

1.—THE FLYING HANDICAP "A."
One Mile.

Winner, Tls. 700; Second, Tls. 300; Third, Tls. 200. A handicap for China ponies which have at any time been subscription griffins of the S.R.C. or I.R.C.

Miss Billy Coutts' Kecora, (Mr. Pote Hunt) 1
Mr. Westburn's Perseus (Mr. Hughes) 2
Winsome & Hasty's The Whinchat (Mr. Dallas) 3

Time: 2.03.3-5.

2.—THE FLYING HANDICAP "B."
One Mile.

Winner, Tls. 700; Second, Tls. 300; Third, Tls. 200. Conditions similar to first race.

McBain and Munro's Cinders (Mr. E. McBain) *1
Lalcala and White's Papyrus (Mr. White) *1
Winsome and Hasty's The Whinchat (Mr. Dallas) 3

*—Deadheat for first place.
Time: 2.05.

3.—GREAT NORTHERN HANDICAP.
1¼ Miles.

Winner, Tls. 500; Second, Tls. 250; Third, Tls. 125. A handicap for cross-breds. (Jockey allowance).

Mr. Allan's Orange William (Mr. Burkill) 1
Mr. R.S.'s Red Abbey.....(Mr. Moses) 2
Mr. H. Morris' Patafield (Mr. Edgar) 3

Time: 2.35.2-5.

4.—THE KIANGSU CUP. 1¼ Miles.

Winner, Tls. 500; Second, Tls. 250, Third, Tls. 125. For China ponies. Winners of a race of 1¼ miles or over at this meeting, 3 lbs. extra. Unplaced starters at this meeting provided they have not won on the flat during 1926 allowed 3 lbs.

We Two's Young Bill (Mr. Maitland) 1
Mr. F. Elias' Polydamus (Mr. Heard) 2
M. and L.B.W.'s Western Hill (Mr. Pote Hunt) 3

Times: 3.32.3-5.

5.—THE YANGTSZE CUP. One Mile.

Winner, Tls. 500; Second, Tls. 250, Third, Tls. 125. For China ponies. Winners of the Criterion Stakes and/or Shanghai Stakes at this meeting 10 lbs. extra. Unplaced starters at this meeting, provided they have not won a flat race during 1926, allowed 3 lbs. Jockey allowance).

Beith and Lemarchand's Charcoal (Mr. Maitland) 1
Mr. Day's Greenland.....(Mr. Dallas) 2
Mr. Ma-Ka-Lee's The Knut (Mr. Moon) 3

Time: 2.02.4-5.

6.—THE RUBICON PLATE. 1¼ Miles.

Winner, Tls. 500; Second, Tls. 250; Third, Tls. 125. For China ponies, griffins of this meeting. Winners of two or more races, 10 lbs. extra; of one race 7 lbs. extra. Unplaced starters allowed 5 lbs. (Jockey allowance).

Winsome and Hasty's The Flamingo (Mr. McBain) 1
Mr. Allan's Massachusetts (Mr. Pollock) 2
Mr. Mur-Hof's Puritan Boy (Mr. Heard) 3

Time: 2.43.4-5.

7.—THE CONSOLATION CUP. 1¼ Miles.

Winner, Tls. 500; Second, Tls. 250; Third, Tls. 125. For China ponies that have started at least twice at and that have not won a race at this meeting. Unplaced ponies at this meeting allowed 5 lbs. (Jockey allowance).

Mr. F. Elias' Battus..(Mr. Maitland) 1
Mr. G. C. Purdue's Coeur de Leon (Mr. Bremner) 2
Mr. and Mrs. White's White Ensign (Mr. Moller) 3

Time: 2.39.3-5.

8.—THE RACING STAKES. 1¼ Miles.

Winner, Tls. 500; Second, Tls. 250; Third, Tls. 125. For China ponies that have, never started in a flat race prior to January 1st, 1926. Winners of any flat race 5 lbs. extra. Unplaced starters at this meeting allowed 5 lbs. Winning griffins incur no penalty. Non-winning griffin starters allowed 5 lbs. (Jockey allowance).

Beith and Lemarchand's Piccolo (Mr. Maitland) 1
Mr. Toeg's Gordon.....(Mr. McBain) 2

Only two starters apparently.
Time: 2.42.2-5.

9.—THE CHAMPION SWEEPSTAKES.
1¼ Miles.

Winner, Tls. 3,000; Second, Tls. 1,500. Third, Tls. 750. For China ponies, winners at this meeting.

Mr. Day's Borderland, 158 lbs. (Mr. McBain) 1
Mr. Campbox's Old Bill, 152 lbs (Mr. Burkill) 2
Mr. Elias' Firestone, 152 lbs. (Mr. Maitland) 3

Time: 2.36.1-5.

Cash Sweep "A":—
No. 43822 1st prize.
No. 43072 2nd prize.
No. 27261 3rd prize.

Cash Sweep "B":—
No. 6480 1st prize.
No. 19642 2nd prize.
No. 25240 3rd prize.

10.—THE JOCKEY CUP. 1¼ Miles.

Winner, Tls. 500; Second, Tls. 250; Third, Tls. 150. A Cup will be presented to the winning jockey. For China ponies that have started at and that have not won a race at this meeting, and that have not at any time won three flat races. To be ridden by jockeys who have not won more than five flat races in Hongkong or China. Unplaced starters at this meeting allowed 5 lbs. Jockeys allowed 10 lbs., but penalized 2 lbs. extra for each flat race won.

Mr. Bert's Phantom (Mr. Pote Hunt) 1
Bailey and Heard's Mad Hatter (Lt.-Cdr. Grant) 2
Mr. L. Struetmans' The Harrier (Mr. Newton) 3

Time: 2.38.4-5.

11.—THE NEWCHANG CUP. 6 Furlongs.

Winner, Tls. 500; Second, Tls. 250; Third, Tls. 125. For China ponies, griffins of this meeting. Winners of any classic race and/or of two or more races at this meeting are barred; of one race 7 lbs. extra. Unplaced starters, allowed 5 lbs. (Jockey allowance).

Miss Billy Coutts' Double Zero (Mr. Bremner) 1
Mr. A. V. White's White Rover (Mr. Hughes) 2
Mr. F. Elias' Olympus (Mr. Maitland) 3

Time: 1.35.3-5.

12.—THE NINGPO CUP. 6 Furlongs.

Tls. 125. For S.R.C. Spring, 1926, subscription griffins. Winners at this meeting and/or of two or more flat races barred; of one flat race 10 lbs. extra. Unplaced starters at this meeting, provided they have never won a flat race, allowed 5 lbs. (Jockey allowance).

Mr. R.S.'s Winterton....(Mr. Hughes) 1
Mr. C. R. Burkill's Roguery (Mr. Maitland) *2
Mr. Powhattan's Newman Noggs (Mr. Bauld) *2

*—Deadheat for second place.
Time: 1.34.4-5.

## THE BOON OF SLEEP.

### NIGHT WATCHES OF TORTURE OR REPOSE.

The question of how long one should sleep has been the subject of many conflicting rules and pronunciamentos from doctors and laymen, writes a correspondent in the *Statesman*. Each individual requires just so much sleep as will rebuild the bodily waste of the day's work, and so much as will restore the waste in the brain caused by the nervous drain of mental labour. This period can never be circumscribed by any general rule. In the matter of sleep it is indeed a case of one man's meat being another man's poison.

TOO MUCH SLEEP.

The best criterion for the ordinary person interested in that very vital subject health is the effect of the short, medium or long night's sleep on the body and brain next morning. It is possible to sleep too little and wake up feeling fit. The reaction will come later—it may be delayed for two, or even three days—then nature presents her bill for the overdraft on vitality.

Too much sleep, on the other hand may lead to a leaden feeling in the morning. The tissues have been renewed, and when the sleeper should have awakened and set about the day's work, he has induced sluggishness by his inaction.

Any intelligent person who studies the effect of his hours of sleep will very soon estimate the number of hours required and take them, however long or short they may be. Lord Haldane takes but four hours, Sir William Orpen, ten. Both are probably right, for both remain fit and mentally at top form.

DIGESTIVE FACTOR.

Next in importance to the sleep period comes the quality of the repose. Sleep may be but a torturing of body and mind, or it may be that sweet restorative which makes each day a joy to rise to. To enjoy perfect sleep, the digestive organs must be working properly. This is best ensured by an early supper. As the result of the folly of midnight suppers, cocktails and too-late dancing, much dyspepsia is to come. People who retire in the early hours, with digestive organs over-burdened, will discover the folly of their ways in middle life and thereafter. No food should ever be taken after eight in the evening.

Last comes the mental factor. Sleep has little value as a restorative unless the mind is ungeared to roam free and unclouded in the mysterious domain of the subconscious. To lose consciousness when the mind is oppressed by some fear or worry is to set going mental processes that will sap the vitality through the night watches.

The best way to induce the right sleep mood is a light and uplifting book, preferably poetry or stories of high tone. Read this a while, then lie beside a wide-open window and the night's sleep will do all that it is meant.

## THE INFLUENZA COMPLEX.

[BY A DOCTOR.]

A recent attack of influenza has convinced me that it is a much more difficult task than I had supposed to tell the truth about anything.

On the day before I fell ill this world in which my lot is cast (I am using the word "world" in the narrow sense) seemed to be a pleasant sort of place. My friends seemed to be good friends. My relations to be no worse than other people's relations.

Next morning, however, I learned to my surprise that that estimate of my lot was a mistaken one. I discovered, almost before I was properly awake, that my brother was a most ungrateful fellow who had not once, in all our acquaintance, lifted hand or foot on my behalf.

I told him this at breakfast.

And, as if to confirm my new estimate of his character, he lost his temper and reviled me. He said things which, as I informed him, I should not care to remember.

That same morning I had trouble with the fellow who cleans my car. The vehicle was not polished as it should have been. I examined it and saw in what manner the task of cleaning it had been scamped.

"I thought," I said, "that you were a good honest worker. I believed in you. Until yesterday I swore by you."

He swore at me.

Even my cat. . . . But two examples must suffice. I may say that I held the views I have just stated with great tenacity for more than five days.

And then, one blessed morning, I woke up and found that these views had utterly deserted me. What had happened to make the sun shine again so brightly?

I remember once, long ago, when I was in country practice, giving a patient some belladonna in a bottle of medicine. (This drug, very occasionally, acts in a wholly unexpected and surprising manner.) My patient promptly saw a black hen perched on the top of his grandfather clock.

I stopped the belladonna and the black hen took flight. Later on my patient said to me:

"I suppose that I must believe now that there was no hen on the clock. But I can scarcely believe it, *because I saw the hen with my own eyes.*"

On the morning on which I recovered from influenza I could scarcely believe that my brother was not my enemy, even though he was proving himself my best friend. And as for the car cleaner and the cat. . . .

Had I not seen these things with my own eyes?—*Evening Standard.*

## "DON'TS" FROM AN OXFORD DON.

### ENSURING A SUCCESSFUL CAREER.

"THE SPICE OF HATE."

*Don't get engaged to be married in your last year at the University.*
*Don't get married at 24.*
*Don't have six children.*
*Don't get into an old-established family business.*
*Don't have a European war in the middle thirties.*

These were some of the aphorisms of Mr. Kenneth Bell, of Balliol, during an address on "Careers," which he delivered at Cambridge for the benefit of the National Union of Students.

"It is impossible to have a successful career," he said, "without the spice of hate. That is essential in order that you may react against your environment. Everyone should have an inferiority complex. I look round for one, and blame my parents for making me wear velvet suits and lace collars.

"Carlyle reacted against his environment, and he was a much greater historian than Macaulay, the ideal uncle, who did not.

"Advising the young never to ask for advise, I do not mean 'Don't take it.'

"Youth should buy its experience, and pay for it in cash if possible, and not be afraid to run up credit for it.

"If you have a big mental test it is not sensible to knock off tobacco. You cannot light the candle at both ends and burn it in the middle."

Mother!

do you know that Glaxo is a perfectly balanced food, containing everything Baby needs for the development of strong bone & firm flesh: rich in vitamins; pure, clean, germ-free uncontaminated; easily prepared with hot, boiled water only.

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## NON-STOP ATLANTIC FLIGHT.

### FRENCH AIRMAN'S PLAN.

Captain René Fonck, the distinguished French airman, plans a non-stop flight from New York to Paris in June. The aeroplane will be ready for trials on May 15th. It was designed by Sikorsky, the builder of the great bombing planes for the Russian Government during the war and the constructor for the United States of the Yorktown, the first twin-engine aeroplane built here to fly on one motor. It will be a cabin biplane with a large upper and a small underwing driven by three 425 h.p. air-cooled Gnome-Rhone Jupiter motors obtained in France. The flight will begin from Roosevelt Field, outside New York, and will follow a great circle course over Boston, Halifax, Cape Breton, and Cape Bonavista, thence across the Atlantic to Cape Clear, Ireland, to Cornwall, and *vid* Cherbourg and Havre, to Paris, a distance roughly estimated at 3,660 miles, or about twice the distance Alcock and Brown flew in their flight to Newfoundland from Ireland. As the Sikorsky ship has an estimated cruising range of 4,300 miles with a crew of three, Captain Fonck believes he will make the trip with ease and safety. Barring mishap and bad weather, the trip is expected to take about thirty-six hours. The total weight of the aeroplane as it leaves New York will be 24,000 pounds.


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## CONSIGNEE NOTICES

### NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NAGPORE"

ARRIVED HONGKONG ON 3RD MAY, 1926.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 23rd May, 1926, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & Co., Agents.

Hongkong, 3rd May, 1926. [3525

### "GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM via PORTS.

THE Motor Vessel "GLENBEG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 7th May, 1926, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 6th May, 1926, at 10 A.M. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 30th April, 1926. [3510


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## TOWN TRAFFIC CONTROL.

### "SAFETY FIRST."

### NECESSITY FOR UNIFORM SIGNALS.

[BY LIEUT.-COL J. A. A. PICKARD, GENERAL SECRETARY, NATIONAL "SAFETY FIRST" ASSOCIATION.]

Two essential requirements of road traffic operations are free circulation and safety for all classes of road users. These two conditions are not necessarily antagonistic; but the problem, especially in large cities, is becoming more and more difficult. The three most important means of traffic control are road signs, police signals, and drivers' hand-signals.

Speed limit or prohibition notices are erected under the Motor Car Act, 1903, and an offence under these circumstances is a question of fact. Other road danger signs, however, come under a different category. Whether erected by local authorities of the pattern standardized by the Ministry of Transport (a red triangle, with the nature of the danger indicated below), or erected by motoring or other organizations, their proper purpose is to call attention to a danger not otherwise obvious. Correct action according to the circumstances is left to the discretion of the driver. Unfortunately, there is a great lack of uniformity in the use of these road signs; for not only are there official signs at many places where the danger is perfectly obvious, but sometimes the indication given is contrary to the official standard designs. Unnecessary multiplication of warning notices is almost as dangerous as omission to use them where they are really required. Much good could be done by a thorough traffic survey of the roads, and the subsequent elimination of superfluous, and the erection of necessary, warning signs.

THE "WHITE LINE."

Much the same argument applies to the use of the "white line." Apart from the difficulty of keeping such road markings permanently visible, there is, in these experimental stages, an inevitable lack of standard practice. The underlying principle of the white line—when used as a dividing line as distinct from a stop line at side turnings—is to keep traffic in to the left side of the road where it is always dangerous for it to do otherwise. Every white line should be laid down scientifically, which by no means necessarily implies in the centre of the road. It ought, virtually, to constitute *prima facie* evidence of an offence to steer the off-side wheels to the right of a properly sited line, almost as though it were a raised curb or a "refuge." Otherwise the effect of the line is lost. Some of the geometrical patterns which adorned certain cross-roads during the summer were not only confusing to the average driver, but wrong in principle, because some traffic was obliged to cross and re-cross the lines. Nor are they desirable on curves where the motorist's view is not restricted by hedges or buildings. As with road signs, much remains to be done to secure proper siting and uniformity.

STANDARD ROAD-SIGNALS.

In 1923 the Home Office and the Scottish Office agreed upon and published particulars of standard hand-signals to be used by police on point duty. Though there are five district signals, they give only the two indications "Stop" and "Come On." In different localities one notices considerable variation in the precision or clearness with which constables give these signals, but this is a defect which time and drilling can eliminate. Traffic police, also, should be suitably dressed, and stand in such positions that their signals are properly visible. Some motorists complain of what they describe as unintelligible semaphoring on the part of the police; but possibly some of these motorists have not made themselves properly familiar with the five standard police signals, and so fail to understand them.

Standard hand-signals for drivers were published by the Home Office and the Scottish Office at the same time as the police signals. Four out of the five do not, as in the case of police signals, inform other traffic what to do, but indicate the intention of the signaller to turn to his right or to his left, to stop, or to slow down. The fifth, however, is an invitation to following traffic to overtake on the right. Here again, though official standards exist, some drivers are ignorant of them. Some fail either to give them at all, or properly and in good time; while from certain vehicles it is physically impossible to give the standard signals correctly.

"SAFE MOTORING."

By the end of this year every motor driver will have received with his driving licence a copy of "Safe Motoring," published by the National "Safety First" Association, which describes and illustrates road signs, police signals, and hand signals, and ignorance can no longer be pleaded. It is open to argument whether the present hand signals are entirely satisfactory, but, to obtain agreement on principle, the official recommendations were adopted. The "Turning Left" signal and the "Stopping" signal are frequently criticised. Theoretically, following traffic requires the same indications as exist in the most modern railway signalling practice, namely—(1) Danger—Stop, way blocked; (2) Caution—Slow; (3) All Clear—Way open.

If the present signals were always properly given and easily interpreted, these three indicaments could be deduced. With the experience of the last few years, it appears desirable to review the subject and definitely to standardize such signals. They should be few in number and as simple as possible.

To sum up, improved traffic control under present conditions might be effected (*a*) by uniformity in the use of road danger signs (*b*) by greater uniformity in the giving of police signals, and universal knowledge of their significance, (*c*) by definite standardization of drivers' hand signals.—*The Times* Brit. Motor Supp.

## DECAY OF COMMERCIAL PROBITY.

### GET RICH QUICK IDEAS MAKING CRIMINALS.

### THE LUXURY CRAZE.

Attempts to live in post-war days on a pre-war scale of luxury are suggested in an official document as one cause of the increase of "crimes of dishonesty" in the nation.

The subject is discussed in a volume of Criminal Statistics for 1924, prepared by the Home Office and issued as a Blue-book.

It pointed out that practically the whole increase of crime is confined to crimes of dishonesty. As regards frauds, says the report, there appears to be a decay of commercial probity which may have had its origin in the opportunities for getting rich quickly afforded in certain quarters by the war.

But it is suggested that the increase of crimes under shopbreaking, larceny and fraud is largely assignable to efforts to maintain the same, or even a higher, standard of living than before the war upon means reduced by the general impoverishment of the nation and to reckless attempts to live more or less luxuriously without rendering any services in return, which may also be traceable to experiences during the war.

UNDETECTED CRIMINALS.

It is remarkable that, while the number of offences of dishonesty known to the police increases, the number of persons tried remains almost constant. It seems that the proportion of persons practised and skilled enough to avoid detection is increasing. This may be due in part to the fact that persons of this type, when convicted, receive more lenient sentences than formerly, and return sooner to their criminal habits, so that at any given moment there are more of them at liberty than there were in former days, when longer sentences were passed.

Many of the crimes, as for example, most cases of fraud, could not be prevented by the police, but much of the increase may be attributable to the weakening of police protection.

On the other hand, the disparity between crimes committed and persons tried must not be used as a test of police efficiency. In the course of an analysis of persons tried for indictable offences, which in 1924 was 57,374, the conclusion is reached that crime was increasing before the war, was less after the return of peace, and now does not yet show a definite tendency to increase or decrease. On the other hand, the number of crimes which came to the knowledge of the police in 1924 was 112,574, the highest figures record in 68 years.

WHAT IS A "CRIME"?

Figures are quoted which suggest a considerable growth of crime during the last 30 years. There may be a difference of view, the report says, as to the particular circumstances which constitute a crime, and it is believed that efforts which have been made to secure uniformity of practice in this respect have led to the recording now-a-days of a number of cases which would formerly have been omitted.

But the fullest allowance which can be made for the influence is insufficient to account for the whole increase. If the increase of population during the period under review is taken into account there is a marked falling-off in the number of persons tried, while the crimes known to the police are a little above the level they attained before the war.

150 MURDERS A YEAR.

The statistics show that crimes of violence against the person are diminishing. There is apparently a small increase of sexual crimes, and the growth of shopbreaking, larceny, and fraud which has been a marked feature of the statistics in recent years was continued in 1924.

For the last fifty years, during which the population has increased from 24 to 39 millions, the number of murders in each year coming to the knowledge of the police has remained almost stationary at about 150 per annum, of which for many years past about 50 have been murders of infants under one year.

In 1923 and 1924 the number of murders had been exactly 150, which is equivalent to 3.9 million of the population. In 1924 14 persons were sentenced to death for murder and 10 were executed.

It is emphasised that in consequence of the strong proofs of guilt necessary for conviction of crimes punishable by death the proportion of acquittals for murder is higher than for most other crimes, and an acquittal does not necessarily imply failure to detect the perpetrator of the crime.

MURDERS AT HOME AND ABROAD.

Taking the number of homicides, in order that accurate comparisons can be made with other countries, it is pointed that in 1924 the number in England and Wales, including murder, manslaughter, and infanticide, was 274, and the annual average for five years up to 1924 was 269. The estimated total population at that time was 38,746,020.

In the United States registration area, inhabited by 93 millions out of a total of 110 millions, there were 7,788 homicides in 1922. In Germany in 1921 there were 167 persons sentenced to death for murder.

THE MOTORISTS' PART.

The annual number of prosecutions for non-indictable offences shows a remarkable diminution during the present century, though the figures are now rising again. The diminution would be much greater if it were not that offences by motorists have enormously increased during the same period. A large share of the energies of the police is now devoted to the regulation of motor traffic and to this fact must be attributed considerable proportions of the increases of crimes against property and of the decreases of prosecutions for non-indictable offences.

The number of persons tried for offences against the Highway Acts relating to motor-cars has increased from 3,879 in 1904 to 123,774 in 1924. If other offences committed by motorists but falling under other heads, such as highway obstruction and drunkenness while in charge of vehicles, etc., were added, probably the figures would be largely increased, and it seems likely that of every three or four minor offences which occupy the attention of the police and the court one is committed by a motorist.

The number of persons tried in 1924 for non-indictable offences was 584,453, as against 546,606 in the previous year.

LESS DRUNKENNESS.

A decrease in the convictions for drunkenness is believed to be mainly attributable to the high price and diluted strength of intoxicating liquors, to restricted hours of sale, to unemployment, to the increased cost of living, and to a gradual change of habit and opinion.

Part of the report discusses methods of dealing with persons found guilty, and it is mentioned that out of 470,056 persons sentenced to pay fines on summary conviction in 1924 only 14,633 were imprisoned. The total numbers of guilty persons released from all courts without punishment under the Probation of Offenders Act was 79,853.

Whatever may have been the case in the past, the report says there do not exist now any grounds for contending that the criminal law is administered oppressively.


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### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 5th.

| | Previous Day at 2 p.m. | On Date at 8 a.m. | On Date at 2 p.m. |
|---|---|---|---|
| Barometer ... | 29.92 | 29.99 | 29.92 |
| Temperature ... | 80 | 72 | 80 |
| Humidity ... | 77 | 94 | 73 |
| Wind Direction ... | East | E | E |
| " Force ... | 2 | 2 | 3 |
| Weather ... ... | C | C | C |
| Rain ... ... | 0.00 | 0.00 | 0.00 |

Highest open-air Temperature on 4th ... 86
Lowest open-air Temperature on 5th ... 71

### HONGKONG TIDE TABLE.

From May 8th to 12th, 1926.

| Days of Week | Days of Month | High Water. H'kong. Standard Time. | Height. | Low Water. H'kong. Standard Time. | Height. |
|---|---|---|---|---|---|
| | | h. m. | ft. in. | h. m. | ft. in. |
| Thur. | 6 | m 6 18 | 4 5 | m 9 42 | 4 3 |
| | | 4 27 a | 6 0 | | |
| Fri. | 7 | m 6 54 | 4 8 | m 0 1 | 1 3 |
| | | 5 51 a | 6 0 | m 11 39 | 3 8 |
| Satur. | 8 | m 7 23 | 5 2 | m 0 49 | 1 4 |
| | | 6 59 a | 6 0 | 0 52 a | 3 1 |
| Sun. | 9 | m 7 51 | 5 6 | m 1 27 | 1 6 |
| | | 8 1 a | 5 9 | 1 48 a | 2 4 |
| Mon. | 10 | m 8 13 | 6 0 | m 2 1 | 1 9 |
| | | 8 59 a | 5 7 | 2 36 a | 1 7 |
| Tues. | 11 | m 8 46 | 6 4 | m 2 33 | 2 1 |
| | | 9 55 a | 5 5 | 3 21 a | 1 3 |
| Wed. | 12 | m 9 15 | 6 7 | m 3 4 | 2 4 |
| | | 10 50 a | 5 1 | 4 5 a | 0 9 |


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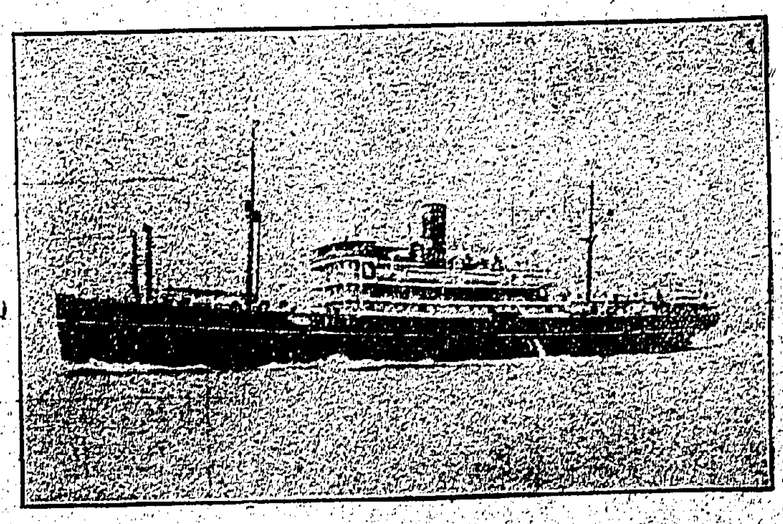

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# SHIPPING NEWS.

## ARRIVALS.

May 4th.

*Dewey*, American str., 3,495 tons, Capt. H. C. Abrahausen, from Portland, Oregon and Shanghai, the last mentioned port she left on May 1st, with a general cargo, lying at buoy No. A25.—Columbia Pacific S.S. Co.

*Patroclus*, British str., 6,010 tons, Capt. Geo. T. Clark, from Shanghai, which port she left on May 1st, with 5,000 tons of general cargo, lying at Holt's Wharf.—B. & S.

May 5th.

*Glenfalloch*, British str., 1,424 tons, Capt. J. G. O'Conner, from Singapore and Hoihow, with a general cargo, lying at buoy No. A8.—Seng Soon Hong.

*Hozan Maru*, Japanese str., 2,347 tons, Capt. H. Hayama, from Swatow, with 847 tons of general cargo and 200 tons of coal, lying at O.S.K. Wharf.—O.S.K.

*Viminale*, Italian m.s., 8,656 tons, Capt. St. Fabiani, from Trieste, Venice and ports of call, the 1st port she left on March 25th, with 305 tons of general cargo, lying at Kowloon Wharf.—Dodwell & Co.

## CLEARANCES.

May 5th.

*Borneo*, for Haiphong.
*Borneo Maru*, for Singapore.
*Chung Hing*, for Kwang Chow Wan.
*Dewey*, for Manila.
*Glenfalloch*, for Amoy.
*Hai Ning*, for Amoy.
*Linan*, for Shanghai.
*Patroclus*, for Singapore.
*Sui Yik*, for Sha U Chung.
*Tak Hing*, for Hauhoi
*Tantung*, for Hoihow.
*Tjikepoang*, for Billiton.
*Van Cloon*, for Swatow.
*Viminale*, for Shanghai.

## HONGKONG SHIPPING.

Freight for Hongkong, according to yesterday's shipping statement, showed a drop of 5,000 tons odd compared with the preceding period. The decrease was especially noticeable with regard to British vessels, of which there were only three arrivals. Vessels flying the British flag brought less than a third of the total cargo entered, although in contrast, one British departure carried nearly half of the freight for ports beyond. Cargo for other ports showed nearly three thousand tons increase on the previous twenty-four hours; while on the total cargo (both for Hongkong and beyond) there was a slight decrease.

The returns for the twenty-four hours ended at 9 a.m. yesterday showed that at that hour there were 59 vessels in the harbour, of which 30 were British. The arrivals over the above period numbered ten, *viz.*—three British, one Dutch, two American, one Italian and three Chinese. The departures over the same period came to 18, these being for the following ports.—For Shanghai, one American, two British, one Dutch and one Japanese; for Amoy, one Dutch and three British; for Singapore, one British; for Saigon, one British; for Kwang Chow Wan, one British; for Hauhoi, one Chinese; for Sah U Chung, one Chinese; for Manila, one British; for Miike, one British; for Mauritius, one British; for Takao, one Chinese. Clearances during this period came to five, and were as under.—For Swatow, one Japanese; for Hoihow, one British; for Haiphong, one French; for Manila, one British; for Kwang Chow Wan, one Portuguese.

## CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday).

For Hongkong ..... 3,593 tons.
For ports beyond ..... 9,431 ..

Total ..... 13,024 ..

(During the previous 24 hours ended at 9 a.m. on Tuesday).

For Hongkong ..... 8,615 tons.
For ports beyond ..... 5,874 ..

Total ..... 14,489 ..

Of the cargo for Hongkong, 1,076 tons were carried in British vessels, while 2,517 tons were in steamers of other flags. Only one vessel made a four-figure entry for this port, this being an American arrival with 1,236 tons. With regard to freight for ports beyond, there were two large entries, these being 4,433 tons by a British vessel, and 3,861 by an Italian steamer.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

*Szechuen* (British) from Shanghai and Amoy with 600 tons of general cargo and mail;
*Patroclus* (British) from Taku Bar and Shanghai with 26 tons of general cargo, mail and 4,433 tons for ports beyond;
*Sunning* (British) from Tsingtao and Shanghai with 4,941 packages (450 tons) of general cargo and mail;
*Van Cloon* (Dutch) from Belawan Deli and Singapore with 726 tons of general cargo, mail and 224 tons for ports beyond;
*West Cajoot* (American) from San Francisco and Swatow with 1,226 tons of kerosene oil and general cargo, and 763 tons for ports beyond;
*Dewey* (American) from Portland (Oregon) and Shanghai with 250 tons of general cargo, mail and 150 tons for ports beyond;
*Viminale* (Italian) from Trieste and Singapore with 303 tons of general cargo, and 3,861 tons for ports beyond;
*Tak Hing* (Chinese) from Nam Tau with 960 piculs of vegetables, etc.;

*(Continued at foot of next Column.)*

## PASSENGERS.

### ARRIVALS.

Per s.s. *Hozan Maru*, on May 5th:—Mr. and Mrs. O. Kelly, Mrs. Best, Mr. T. Orton, Mr. and Mrs. H. A. Ozorio, Master Ozorio, Mr. and Mrs. N. H. Carman, Master Kenneth Carman.

Per m.s. *Viminale*, on April 5th:—Mr. O. de Torre di Lavagna, Mr. P. Giuseppe, Rev. E. Alfoo, Rev. Capry Vincenzo, Rev. M. Antonio, Rev. C. Alessandro, Rev. D. Clemente, Mr. S. Ariyama, Mrs. Ai Ariyama and infant, Mr. T. Saiga, Mrs. M. Irma, Mrs. O. K. Gilray, Mr. K. Kagawa, and Miss V. Grunberg.

### DEPARTURES.

Per s.s.s. *Patroclus*, on May 5th, for England, *viâ* Singapore and Marseilles: Mr. and Mrs. A. L. Terry, Mr. W. D. Jamie, Mr. F. N. Reekitt, Mr. J. Thayer, Mr. J. A. Worswick, Mr. G. E. Wetton, Mr. A. R. Ritchie, Mr. A. Crawford, Mr. R. R. Cuthbert, Mr. S. Jamieson, Mr. and Mrs. T. Oliphant and child, Mrs. Alice Hills, Mr. and Mrs. G. Green, Mr. G. H. Edwards, Mr. H. H. Bayne, Mr. and Mrs. G. E. Stewart, Mrs. J. E. Anderson, Miss J. Anderson, Mr. G. Abendanon, Mr. A. W. Noren, Mr. Stutterheim, Mr. B. C. Alexander, Mr. and Mrs. H. F. Baker, Miss J. S. D. Baker, Miss A. M. P. Baker, Mrs. F. A. Bowern, Mrs. E. T. Byrne, Mr. J. V. C. Davis, Mr. J. C. Davis, Mr. H. W. Fuller, Mr. R. M. Gatliff, Mr. J. C. Gill, Mr. W. D. Holt, Mr. O. V. Lanning, Mr. J. Legge, Miss J. Lyall, Mr. Tye Soo Lin, Mr. J. Mareus, Mr. and Mrs. K. O. Mackenzie, Miss K. O'Leary, Mr. and Mrs. F. R. Ormston, Miss E. M. Ormston, Mr. and Mrs. J. T. Read, Master R. G. Read, Mr. Frank Smith, Mr. and Mrs. J. W. Stephenson, Mr R. D. W. Sheepshanks, Mr. F. Scarborough, Mr. and Mrs. Y. Utne, Miss A. Utne, Miss M. Utne, and Mr. and Mrs. F. B. Winter.

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* left Nagasaki at 5 a.m. yesterday, and is due at Kobe to day (Thursday) at 6 a.m.

## VESSELS EXPECTED.

*Ceylon* (Swedish East Asiatic), due May 12th.
*Empress of Canada* (C.P.R.), due to-day.
*Taiping* (Australian Oriental), due May 17th.
*Talamba* (B.I. & Apear), due to-day.

## VESSELS IN DOCK.

The following vessels are in Dock:—
Kowloon Dock.—Passet, Hin Sang, Yat Shing.
Taikoo Dock.—Kwangtung, Clara Joshen, Yingchow.

## SHIPPING NOTES.

At the Marine Court yesterday, before Lieut.-Comdr. G. F. Hole, R.N., three boat mistresses were each fined $3, with the alternative of three days' hard labour, for obstructing the Hongkong-Mongkok ferry wharf.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 2,995. Of these 1,501 were carried by the ss. *Van Cloon* (Dutch) from Belawan Deli and Singapore.

The new telephone cable between Hongkong and Kowloon has been successfully laid and will be available for service as soon as the necessary tests have been carried out. The answer "Junction Engaged" should not now be so frequent to requests for a Kowloon number as the addition of the new cable will enable no less than 100 conversations to be carried on at the same time.

On Tuesday the s.s. *Tung On* received damage to her tail-shaft while on her daily run from Hongkong to Macao. It is believed that some wreckage caused the damage. The accident occurred about 3 p.m.—an hour after she had left Hongkong—and she reached port with the aid of one propeller. She left Macao at 8 a.m. yesterday, but did not arrive in Hongkong until 1 p.m. She is to go into dock.

## SUNRISE AND SUNSET IN HONGKONG.

FOR MAY, 1926.

(STANDARD TIME OF THE MERIDIAN, EAST OF GREENWICH.)

| *Date.* | *Sunrise.* | *Sunset.* |
|---|---|---|
| May 6th | 5.48 a.m. | 6.52 p.m. |
| ,, 7th | 5.48 ,, | 6.52 ,, |
| ,, 8th | 5.47 ,, | 6.53 ,, |
| ,, 9th | 5.47 ,, | 6.53 ,, |
| ,, 10th | 5.46 ,, | 6.54 ,, |
| ,, 11th | 5.46 ,, | 6.54 ,, |
| ,, 12th | 5.45 ,, | 6.54 ,, |
| ,, 13th | 5.44 ,, | 6.55 ,, |
| ,, 14th | 5.44 ,, | 6.55 ,, |
| ,, 15th | 5.43 ,, | 6.55 ,, |
| ,, 16th | 5.43 ,, | 6.56 ,, |
| ,, 17th | 5.42 ,, | 6.56 ,, |
| ,, 18th | 5.42 ,, | 6.57 ,, |
| ,, 19th | 5.42 ,, | 6.57 ,, |
| ,, 20th | 5.41 ,, | 6.58 ,, |
| ,, 21st | 5.41 ,, | 6.59 ,, |
| ,, 22nd | 5.41 ,, | 6.59 ,, |
| ,, 23rd | 5.41 ,, | 7.00 ,, |
| ,, 24th | 5.40 ,, | 7.00 ,, |
| ,, 25th | 5.40 ,, | 7.00 ,, |

*Sui Yick* (Chinese) two entries, one for 110 piculs of sundries and one for five piculs.

Later arrivals yesterday, too late for inclusion in the above returns, were:—

*Glenfalloch* (British), from Singapore and Hoihow with 200 tons of general cargo, mail and 210 tons for ports beyond;
*Tak Hing* (Chinese) from Nam Tau with 180 tons of vegetables, etc.


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| Steamers. | H'kong. Leave | S'hai. Leave | Kobe Leave | Y'hama. Leave | V'couver. Arrive. |
|---|---|---|---|---|---|
| EMPRESS OF CANADA | ...May 14 | May 17 | May 20 | May 22 | May 31 |
| EMPRESS OF RUSSIA | ...May 28 | May 31 | June 3 | June 5 | June 14 |
| EMPRESS OF AUSTRALIA | ...June 11 | June 14 | June 16 | June 19 | June 30 |
| EMPRESS OF ASIA | ...June 24 | June 27 | June 30 | July 3 | July 13 |
| EMPRESS OF CANADA | ...July 9 | July 12 | July 14 | July 17 | July 28 |
| EMPRESS OF RUSSIA | ...July 22 | July 25 | July 28 | July 31 | Aug. 9 |
| EMPRESS OF AUSTRALIA | ...Aug. 6 | Aug. 9 | Aug. 11 | Aug. 14 | Aug. 25 |
| EMPRESS OF ASIA | ...Aug. 19 | Aug. 22 | Aug. 25 | Aug. 28 | Sept. 6 |
| EMPRESS OF CANADA | ...Sept. 3 | Sept. 5 | Sept. 8 | Sept. 11 | Sept. 20 |
| EMPRESS OF RUSSIA | ...Sept. 16 | Sept. 19 | Sept. 22 | Sept. 25 | Oct. 4 |
| EMPRESS OF AUSTRALIA | ...Oct. 1 | Oct. 4 | Oct. 6 | Oct. 9 | Oct. 20 |

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

| Leave Hongkong | Arrive Manila | | Leave Manila | Arrive Hongkong |
|---|---|---|---|---|
| May 6 | May 8 | Empress Canada | May 9 | May 11 |
| May 20 | May 22 | Empress Russia | May 23 | May 25 |

Passenger Department: Tel. C. 752. Cables: GACANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS. [15

N.Y.K.

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU ... Tuesday, 18th May, at Noon
TENGO MARU ... Monday, 31st May

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.
BOKUYO MARU ... Saturday, 29th May
RAKUYO MARU ... Tuesday, 17th July

MARSEILLES, LONDON & ANTWERP via Singapore & Ports
KITANO MARU ... Saturday, 8th May
HARUNA MARU ... Saturday, 22nd May
KAMO MARU ... Saturday, 5th June

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU ... Wednesday, 19th May, at 11 a.m.
TANGO MARU ... Wednesday, 23rd June, at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.
TOKIWA MARU ... Thursday, 6th May
TAKAOKA MARU ... Tuesday, 8th June

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
WAKASA MARU ... Wednesday, 2nd June

BOMBAY via Singapore, Penang & Colombo.
AWA MARU ... Tuesday, 11th May

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Friday, 21st May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
NAGATO MARU ... Thursday, 13th May
BENGAL MARU ... Thursday, 13th May
TOYOOKA MARU ... Saturday, 15th May
ATSUTA MARU ... Tuesday, 18th May, at Noon

For further information, apply to— NIPPON YUSEN KAISHA.
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|---|---|---|---|---|---|
| ANGERS | ...B | ... | | | 11th May, 1926. |
| AMAZONE | ...B | ... | | | 25th May, ,, |
| D'ARTAGNAN | ...A | ... | 9th Apr., 1926 | 11th May, 1926 | 8th June, ,, |
| ANGKOR | ...B | ... | 23rd Apr., ,, | 25th May, ,, | 22nd June, ,, |
| PORTHOS | ...A | ... | 7th May, ,, | 8th June, ,, | 6th July, ,, |
| ANDRE LEBON | ...A | ... | 21st May, ,, | 22nd June, ,, | 20th July, ,, |
| PAUL LECAT | ...A | ... | 4th June ,, | 6th July, ,, | 3rd Aug., ,, |

RATES OF PASSAGE MONEY TO MARSEILLES
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INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

| | | | |
|---|---|---|---|
| TIENTSIN ... | "CHIPSHING" | ...Thursday, | 6th May, at 10 a.m. |
| BANGKOK ... | "KWAISANG" | ...Thursday, | 6th May, at 4 p.m. |
| STRAITS & CALCUTTA ... | "YUENSANG" | ...Friday, | 7th May, at 11 a.m. |
| TSINGTAU via SHANGHAI... | "YATSHING" | ...Wednesday, | 12th May, at Noon |
| OSAKA via MOJI & KOBE ... | "KUMSANG" | ...Thursday, | 13th May, at 7 a.m. |
| HAIPHONG via HOIHOW ... | "MINGSANG" | ...Thursday, | 13th May, at 10 a.m. |
| STRAITS via CALCUTTA ... | "LAISANG" | ...Thursday, | 13th May, at 3 p.m. |
| SANDAKAN ... | "MAUSANG" | ...Tuesday, | 18th May, at Noon. |
| TSINGTAU via SHANGHAI ... | "FOOSHING" | ...Wednesday, | 19th May, at 7 a.m. |
| STRAITS & CALCUTTA ... | "HOSANG" | ...Wednesday, | 19th May, at 3 p.m. |
| KOBE via MOJI ... | "FOOKSANG" | ...Sunday, | 23rd May, at 7 a.m. |
| STRAITS & CALCUTTA ... | "SUISANG" | ...Tuesday, | 25th May, at 3 p.m. |

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JOINT SERVICE OF STEAMERS.
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| OUTWARDS. Vessel | Due Hongkong. | HOMEWARDS. Vessel. Discharges | Leaves H'kong. |
|---|---|---|---|
| "GLENSANDA" ... ... | 15th May | "CARMARTHENSHIRE" ... | 2nd June |
| "GLENTARA" ... ... | 30th ,, | London, Rotterdam & Hamburg via Oran. | |
| "CARNARVONSHIRE ... | 10th June. | | |
| "GLENSHIEL ..... ... | 24th ,, | | |
| "PEMBROKESHIRE... | 8th July. | | |

Movements are subject to change without notice.
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FARES TO LONDON "A" 1st Class £88. 2nd Class £60.
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s.s. "OUDERKERK" ... ... ... ... ... ... 15th May, "
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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
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| Steamship. | Tons. | From Hongkong (about) | Destination. |
|---|---|---|---|
| "KASHGAR" | 9,005 | 15th May, Noon | Marseilles, London, Antwerp and Hull. |
| "PERIM" | 7,848 | 21st May | Marseilles, London and Antwerp. |
| "MALWA" | 10,941 | 29th May | Marseilles & London. |
| "MIRZAPORE" | 6,715 | 3rd June | Marseilles, London, Rotterdam & Antwerp. |
| "NAGPORE" | 5,283 | 8th June | Singapore, Penang, Colombo & Bombay. |
| "KHYBER" | 9,114 | 12th June | Marseilles, London & Antwerp. |
| "MANTUA" | 10,902 | 26th June | Marseilles and London. |
| "KARMALA" | 9,123 | 10th July | Marseilles, London and Antwerp. |
| "RANPURA" | 16,585 | 24th July | Marseilles and London. |
| "DELTA" | 8,097 | 7th Aug. | Marseilles, London, and Antwerp. |
| "MACEDONIA" | 11,089 | 21st Aug. | Marseilles and London. |
| "KALYAN" | 9,144 | 4th Sept. | Marseilles, London & Anwerp. |
| "MALWA" | 10,941 | 18th Sept. | Marseilles & London. |
| "KASHGAR" | 9,005 | 2nd Oct. | Marseilles, London & Anwerp. |
| "MOREA" | 10,918 | 16th Oct. | Marseilles and London. |
| "KHYBER" | 9,114 | 30th Oct. | Marseilles, London and Antwerp. |
| "MANTUA" | 10,902 | 13th Nov. | Marseilles and London |
| "KARMALA" | 9,123 | 27th Nov. | Marseilles, London and Antwerp. |
| "MACEDONIA" | 11,089 | 11th Dec. | Marseilles and London. |

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports, by steamers of the Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS

| | | | |
|---|---|---|---|
| "TALAMBA" | 8,018 | 7th May, 1 p.m. | Singapore, Penang and Calcutta. |
| "TALMA" | 10,000 | 20th May | do. |
| "SHIRALA" | 7,841 | 27th May | do. |

## EASTERN AND AUSTRALIAN SAILINGS (South)

| | | | |
|---|---|---|---|
| "TANDA" | 6,800 | 1st June | Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne. |
| "ARAFURA" | 6,000 | 3rd July | |
| "ST. ALBANS" | 4,800 | 30th July | |

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The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI AND JAPAN

| | | | |
|---|---|---|---|
| "TANDA" | 6,958 | 9th May | Moji, Kobe and Yokohama. |
| "MALWA" | 10,941 | 14th May | Shanghai, Moji and Kobe. |
| "TAKADA" | 6,949 | 19th May | Shanghai and Kobe. |
| "KIDDERPORE" | 5,334 | 21st May | Shanghai, Moji and Kobe. |
| "MANTUA" | 10,902 | 28th May | do. |
| "PADU" | 5,907 | 30th May | Shanghai and Kobe |
| "KARMALA" | 9,089 | 11th June | do. |
| "ARAFURA" | 6,000 | 13th June | Shanghai, Moji & Kobe. |
| "KASHMIR" | 8,985 | 25th June | Shanghai only. |
| "RANPURA" | 16,585 | 9th July | Shanghai Moji & Kobe. |
| "DELTA" | 8,097 | 9th July | Moji, Kobe and Yokohama. |
| "MACEDONIA" | 11,089 | 22nd July | Shanghai, Moji & Kobe. |
| "KALYAN" | 9,144 | 5th Aug. | do. |
| "MALWA" | 10,941 | 19th Aug. | do. |
| "KASHGAR" | 9,005 | 2nd Sept. | do. |
| "MOREA" | 10,918 | 16th Sept. | do. |

*All dates are approximate and subject to alteration without notice.*
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1

# DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR
## SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 9 or 10 Days)

HAIHONG... ... ... Capt. Ellis Walker ... Saturday, 8th May, at 1 p.m.

## AMOY & FOOCHOW

HAICHING ... ... Capt. A. H. Stewart ... Wednesday, 12th May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHING" at the Reduced Rate of $30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

# CHINA NAVIGATION CO.,
LIMITED.

| | | | | |
|---|---|---|---|---|
| HOIHOW & HAIPHONG | "TAMING" | On | 6th May, | 10 a.m. |
| SHANGHAI | "SZECHUEN" | On | 6th May, | 4 p.m. |
| BANGKOK | "TEAN" | On | 6th May, | Noon |
| ANTUNG & NEWCHWANG | "LUCHOW" | On | 8th May, | 4 p.m. |
| SHANGHAI & TSINGTAO | "SUNNING" | On | 8th May, | 4 p.m. |
| AMOY & SHANGHAI | "SINKIANG" | On | 11th May, | 8 a.m. |
| AMOY & SINGAPORE | "KWANGTUNG" | On | 11th May, | 4 p.m. |
| SHANGHAI | "SOOCHOW" | On | 13th May, | 4 p.m. |
| WEIHAIWEI, CHEFOO & TIENTSIN | "KUEICHOW" | On | 12th May, | 4 p.m. |
| SHANGHAI | "LIANGCHOW" | On | 13th May, | 4 p.m. |
| SHANGHAI & TSINGTAO | "SUIYANG" | On | 15th May, | 4 p.m. |

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
Agents.

TELEPHONE CENTRAL 35.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

# AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
## HONGKONG TO AUSTRALIAN PORTS,
VIA MANILA, ZAMBOANGA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—10 DAYS.

| STEAMER | DUE HONGKONG ON OR ABOUT | SAILING HENCE ON OR ABOUT |
|---|---|---|
| TAIPING | 17th May | 22nd May |
| CHANGTE | 16th June | 22nd June |
| TAIPING | 17th July | 23rd July |
| CHANGTE | 14th August | 20th August |

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
Agents.
TELEPHONE: CENTRAL 36. [5

# DODWELL & CO., LTD.

## NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
S.S. "BOWES CASTLE" ... ... " Sailing on or about 19th May

## LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

## NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

| | From Hongkong. |
|---|---|
| M.V. "VIMINALE" ... ... ... ... | Sails 5th May. |
| M.V. "ESQUILINO" ... ... ... ... | Sails 5th June. |

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

| | From Hongkong. |
|---|---|
| S.S. "FIUME-L" ... ... ... ... ... | Sails 16th May. |
| M.V. "VIMINALE" ... ... ... ... ... | Sails 31st May. |
| M.V. "ESQUILINO" ... ... ... ... ... | Sails 30th June. |

## NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... ... Sails from Calcutta, about 10th May via Rangoon and Colombo.
S.S. "UMZUMBI" ... ... Sails from Calcutta about 2nd June via Rangoon and Colombo.
S.S. "UMSINGA" ... ... Sails from Calcutta, about 2nd July via Colombo.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED,
Agents.

Telephone: Central 1030. [17

# BOSTON NEW YORK & BALTIMORE

Joint Service of the
## BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
## AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

| | | |
|---|---|---|
| S.S. "DIOMED" ... ... ... ... | Via Suez Canal | 7th May. |
| S.S. "ATREUS" ... ... ... ... | Via Suez Canal | 21st May. |
| S.S. "NINGCHOW" ... ... ... ... | Via Suez Canal | 4th June. |
| S.S. "CITY OF SALISBURY" ... ... | Via Suez Canal | 18th June. |

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to charge without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON, JARDINE, MATHESON & CO., LTD., CANTON. [21

## POST OFFICE NOTICE.

### INWARD MAILS.

| From | Per | Due |
|---|---|---|
| Shanghai ... ... ... ... ... | *Luchow* ... | 6th May. |
| Canada, U.S.A., Japan, Shanghai & Europe via Siberia ... ... | *Emp. of Canada* | 6th May. |
| Amoy ... ... ... ... ... | *Talamba* .. | 6th May. |
| U.S.A., Canada, Japan & Shanghai... | *Pres. Grant* ... | 7th May. |
| Australia & Manila ... | *Tanda* ... ... | 7th May. |
| Manila ... ... ... ... | *Pres. Taft* .. | 7th May. |
| Europe via Negapatam (Letters only, London, 8th April ... ... ...) | *Eurybates*... ... | 7th May. |
| Shanghai ... ... | *Sinkuang* ... | 7th May. |
| Europe via Negapatam (Papers only, London, 8th April) ... ... ... | *Poetland* ... ... | 10th May. |
| Manila ... ... ... ... | *Emp. of Canada* | 11th May. |
| Australia & Manila ... | *Taiping* ... | 17th May. |
| Australia and Manila ... ... | *Tango Maru* | 20th May. |

### OUTWARD MAILS.

| For | Per | Date |
|---|---|---|
| | | Thursday, 6th, |
| Hoihow and Haiphong ... ... ... | *Taming* ... ... | 8.30 A M |
| Java via Batavia ... ... ... | *Tjikembang* ... | 10.30 A M |
| Bangkok ... ... ... | *Kwangsang* ... | 2.30 P M |
| Shanghai ... ... ... ... | *Szechuen* ... ... | 2.30 P M |
| Manila ... ... ... ... | *Emp. of Canada* | 3.30 P M |
| Saigon ... ... ... ... ... | *West Cajoet* ... | 3.30 P M |
| Straits and Calcutta ... ... ... | *Yuensang* .. | Reg. 5.00 P M<br>Letters. 7th, 9.00 A M |
| | | Friday, 7th |
| Manila ... ... ... ... ... | *Esther Dollar* ... | 1.30 P M |
| | | Saturday, 8th, |
| Bangkok ... ... ... ... ... | *Tean* ... ... | 8.30 A M |
| Swatow, Amoy & Foochow ... ... | *Hai Hong* .. | Noon |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and EUROPE via Marseilles—due Marseilles, 6th June | *Kitano Maru* ... | Reg. 1.45 P M<br>Letters 2.30 P M |
| Shanghai ... ... ... ... | *Sunning* | 2.30 P M |
| | | Sunday, 9th, |
| Swatow, Amoy and Formosa ... | *Hosan Maru* | 9.00 A M |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 12th June | *Angers* ... ... | Tuesday, 11th,<br>Reg. 1.45 P M<br>Letters 2.30 P M |
| Shanghai ... ... ... ... | *Fatshing* ... ... | Wednesday, 12th, 10.30 A M |
| Amoy & Foochow ... ... ... | *Hai Ching* / *Kumsang* ... | Noon 5.00 P M |
| Japan ... ... ... ... | *Mingsang* .. | Thursday, 13th, 8.30 A M |
| Hoihow and Haiphong ... ... ... | *Laisang* ... ... | Parcels Noon<br>Letters 1.00 P M |
| Straits & Calcutta ... ... ... | *Emp. of Canada* | Friday, 14th,<br>Parcels 9.00 A M<br>Reg. 9.15 A M<br>Letters 10.00 A M |
| Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 31st May ... ... ... | *Kashgar* ... ... | Parcels 5.00 P M<br>Reg. 15th, 9.45 A M<br>Letters 10.30 A M |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 12th June | | Tuesday, 18th. |
| Shanghai, Japan, Honolulu, *Canada, *U.S.A., C. & S. America & *EUROPE via San Francisco—due San Francisco, 14th June, and EUROPE via Siberia (letters & postcards specially superscribed "Via Siberia" only) ... ... ... ... ... | *Taiyo Maru* ... | Reg. 9.45 A M<br>Letters 10.30 A M |
| Sandakan ... ... ... | *Mausang* ... ... | 10.30 A M |
| Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 30th May ... ... ... | *Mishima Maru* | Wednesday, 19th,<br>Reg. 8.45 A M<br>Letters 9.30 A M |
| | | Friday, 21st, |
| Japan ... ... ... ... ... ... | *Tango Maru* ... | 9.30 A M |

*Correspondence bearing vessel's name only.


THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

**LONDON SERVICE.**

"MERIONES" 18th May Mars., L'don., B'dam. & Hamburg
"ANTENOR" 2nd June Mars., L'don., B'dam. & Glasgow.
"EUMAEUS" 15th June Mars., L'don., B'dam. & Hamburg.
"PHEMIUS" 29th June Mars., L'don., B'dam. & Hamburg.

**LIVERPOOL SERVICE.**

"EURYLOCHUS" 13th May Genoa, Havre, Liverpool & Glas.
"TROILUS" 1st June Genoa, Mars., Havre, Liverp. & Glas.
"KEEMUN" 12th June Genoa, Mars., Havre, Liverp. & Glas.
"BELLEROPHON" 1st July Genoa, Mars., Havre, Liverp. & Glas.

**PACIFIC SERVICE.**

(via KOBE & YOKOHAMA)
"TYNDAREUS" 18th May Victoria, Vancouver & Seattle.
"PROTESILAUS" 11th June Victoria, Vancouver & Seattle.

**NEW YORK SERVICE.**

"DIOMED" 7th May Boston, New York & Baltimore.
"ATREUS" 21st May Boston, New York & Baltimore.

**PASSENGER SERVICE.**

"ANTENOR" 2nd June Singapore, Marseilles & London.
"HECTOR" 14th July Singapore, Marseilles & London.
"SARPEDON" 8th Sept. Singapore, Marseilles & London.
"PATROCLUS" 20th Oct. Singapore, Marseilles & London.
"ANTENOR" 17th Nov. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

**Butterfield & Swire,**
Agents. [8



**HONGKONG AND SHANGHAI BANKING CORPORATION.**

Head Office: Hongkong.

Authorised Capital .....$50,000,000
Issued and Fully Paid-up .....$20,000,000
Reserve Funds:—
Sterling ..... £4,500,000
Silver ..... $27,000,000
Reserve Liability of Proprietors .....$20,000,000

*Court of Directors:*
Hon. Mr. D. G. M. Bernard, Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
W. H. Bell, Esq. | J. A. Plummer, Esq.
A. H. Compton, Esq. | T. H. Weall, Esq.
P. H. Holyoak, Esq. | H. P. White, Esq.
W. L. Pattenden, Esq. | G. M. Young, Esq.

Chief Manager:
A. H. Barlow, Esq.
Manager: Shanghai:—
G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts open in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, April 6th, 1926. [25



**HONGKONG SAVINGS BANK.**

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 3½ per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of $100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSITS at CURRENT RATES.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.

Hongkong, 7th January, 1925. [2



**CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.**

Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital .....£3,000,000
Reserve Fund .....£4,000,000
Reserve Liability of Proprietors .....£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 15th, 1925. [30



**BANQUE DE L'INDO-CHINE.**

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund .....Frs.59,667,283.54

Branches:

| | | |
|---|---|---|
| Bangkok | Hanoi | Pondichery |
| Battambang | Hongkong | Saigon |
| Canton | Mengtze | Shanghai |
| Djibouti | Noumea | Singapore |
| Fort Bayard | Papeete | Tientsin |
| Haiphong | Peking | Tourane |
| Hankow | Phom-Penh | Yunnanfou |

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according counts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [32



**THE BANK OF EAST ASIA, LIMITED.**

Head Office: Hongkong.
10, Des Vœux Road Central.

Authorized Capital .....$10,000,000
Paid-up Capital ..... 5,000,000
Reserve Fund (1926) ..... 1,200,000

Directors:

| | |
|---|---|
| Hon. Sir Shou-son Chow, *Chairman.* | |
| Fung Ping Shan | Mok Ching Kong |
| Li Koon Chun | Wong Tun Tong |
| P. K. Kwok | Huyuh Tai |
| Ng Ching Luk | Kan Ying Po |
| Pong Wai Ting | Chan Ching Shek |

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Safe Deposit Boxes To Let.
Kan Tong Po,
Chief Manager.

Hongkong, 8th February, 1926.


## COMMERCIAL.

### OPENING QUOTATIONS.

May 5th, 1926.

| | |
|---|---|
| On London.— | |
| Telegraphic Transfer | 2/2½ |
| Bank Bills, on demand | 2/2 13/16 |
| Bank Bills, at 30 days' sight | — |
| Bank Bills, at 4 months' sight | 2/3 |
| Credits, at 4 months' sight | 2/3 13/16 |
| Documentary Bills, 4 months' sight | 2/3 15/16 |
| On Paris.— | |
| Bank Bills, on demand | 1.650 |
| Credits, 4 months' sight | 1.740 |
| On New York.— | |
| Bank Bills, on demand | 64½ |
| Credits, at 60 days' sight | 65½ |
| On Bombay.— | |
| Telegraphic Transfer / Bank Bills, on demand | 149½ |
| On Calcutta.— | |
| Telegraphic Transfer / Bank Bills, on demand | 149½ |
| On Shanghai.— | |
| Bank Bills, at sight / Private, 30 days' sight | nom. |
| On Yokohama.—On demand | 115 |
| On Manila.—On demand | 108½ |
| On Singapore.—On demand | 96½ |
| On Batavia.—On demand | 133½ |
| On Haiphong.—On demand | nom. |
| On Saigon.—On demand | nom. |
| On Bangkok.—On demand | 82½ |
| Sovereign, Bank's Buying rate | $8.72 |
| Gold Leaf, 10/0 fine, per tael | |
| Bar Silver, per oz. | 30 5/16 |


**THE MERCANTILE BANK OF INDIA, LIMITED.**

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital .....£5,000,000
Subscribed Capital .....£1,800,000
Paid-up Capital .....£1,050,000
Reserve Fund .....£1,350,000

Bankers:
The Bank of England and Midland Bank, Ltd.

Branches:

| | | |
|---|---|---|
| Bangkok | Howrah | Penang |
| Batavia | Kandy | Port Louis (Mauritius) |
| Bombay | Karachi | Rangoon |
| Calcutta | Kota Baaru | Shanghai |
| Colombo | Kuala Lumpur | Simla |
| Delhi | Madras | Singapore |
| Galle | New York | Sourabaya |
| Hongkong | | |

Hongkong Branches:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES,
Manager.

7, Queen's Road Central,
Hongkong, March 26th, 1926. [29



**BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.**
(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

Head Office:
74, Rue St. Lazare, Paris.

Capital .....Frs. 20,000,000
Reserves .....Frs. 11,160,000
Special Working Capital .....Frs. 50,000,000

Branches:

| | | |
|---|---|---|
| Paris | Lyons | Marseilles |
| Saigon | Haiphong | Hanoi |
| Peking | Shanghai | Tientsin |
| Canton | Hongkong | |

Bankers:
France: Société Generale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN,
Manager.

Hongkong, 2nd December, 1925.



**THE BANK OF TAIWAN, LTD.**
(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) ....Yen 39,375,000

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka.
Formosa:—Giran, Kagi, Karenko, Keelung, Makung, Nantow, Shinchiku, Paichu, Tainan, Takao, Tamsui, Toyen, Ako, Pinan.
China:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

London Bankers:
London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres on the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI,
Manager,
Hongkong Branch,
3, Des Vœux Road, Central.
Hongkong, 1st December, 1925. [27



**NEDERLANDSCHE HANDEL MAATSCHAPPIJ.**
(Netherlands Trading Society).

Established 1824.
Hongkong Branch established 1906.

| | | |
|---|---|---|
| Authorized Capital | Guilders | 150,000,000 (£12,500,000) |
| Paid-up Capital | ,, | 80,000,000 (£6,666,670) |
| Reserve Fund | ,, | 20,536,861 (£1,711,405) |
| Special Reserves | ,, | 22,660,000 (£1,888,330) |

Head Office:—Amsterdam.
Eastern Head Office:—Batavia.
Branches:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.
London Bankers:—National Provincial Bank, Ltd.
Correspondents all over the World.
Banking Business of Every Description.

J. C. MAASSEN,
34] Acting Manager.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. B-326



**THE BANK OF CHINA.**
中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital...$60,000,000.00
Paid-up Capital ..... 19,760,200.00
Reserve Fund ..... 9,864,398.69

*Head Office:*—Peking.
*Hongkong Branch:*—4, Queen's Road Central.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
*London Bankers:*—The Guaranty Trust Co. of New York, The National Provincial Bank, Ltd.
*New York Bankers:*—The Equitable Eastern Banking Corporation, The Irving Bank-Columbia Trust Co.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

TSUYEE PEI,
Manager.

Hongkong, January 16th, 1926. [38



**THE YOKOHAMA SPECIE BANK, LIMITED.**

Capital fully paid-up) .....Yen 100,000,000
Reserve Fund .....Yen 86,500,000

Head Office: Yokohama.

Branches and Agencies at:

| | | |
|---|---|---|
| Batavia | Kai Yuen | Rangoon |
| Bombay | Karachi | Soerabaya |
| Buenos Ayres | Kobe | San Francisco |
| Calcutta | London | Seattle |
| Canton | Lyons | Semarang |
| Changchun | Los Angeles | Shanghai |
| Dairen | Manila | Singapore |
| (Dalny) | Nagasaki | Shimonoseki |
| Fengtien (Mukden) | Nagoya | Sydney |
| Hamburg | Newchwang | Tientsin |
| Hankow | New York | Tokyo |
| Harbin | Peking | Tsinanfu |
| Honolulu | Rio de Janeiro | Tsingtau |
| | | Vladivostock |

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

C. ARIMA, Manager.

Hongkong, 11th March, 1926. [35



**THE BANK OF CANTON, LTD.**

Head Office: Hongkong.
Established 1912.

Authorised Capital ...$1,200,000
Paid Up Capital .....$1,082,925
Silver Reserve Fund $ 700,000

*Branches:*—Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
*Correspondents* in all Principal Cities of the World.
*London Bankers:*—The Lloyds Bank, Limited.

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